97-84074-8

Brooke, Charles William Alfred

The Rhaetian Railway

Chur

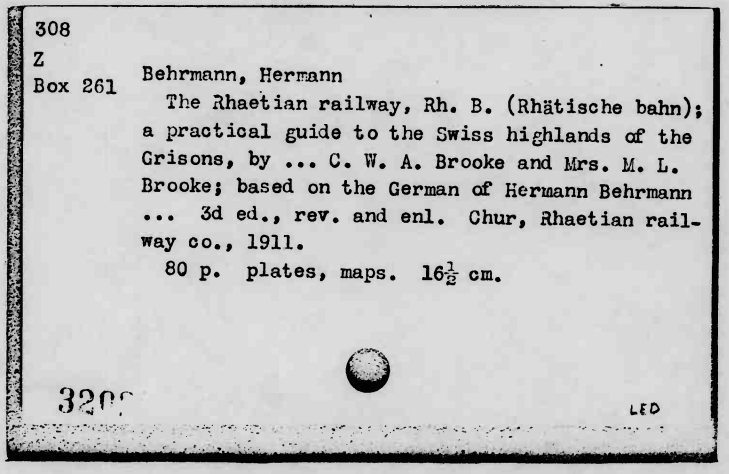
1911

97-84074-8
MASTER NEGATIVE #

COLUMBIA UNIVERSITY LIBRARIES
PRESERVATION DIVISION

BIBLIOGRAPHIC MICROFORM TARGET

ORIGINAL MATERIAL AS FILMED - EXISTING BIBLIOGRAPHIC RECORD


308
Z
Box 261

Behrmann, Hermann
The Rhaetian railway, Rh. B. (Rhätische bahn); a practical guide to the Swiss highlands of the Grisons, by ... C. W. A. Brooke and Mrs. M. L. Brooke; based on the German of Hermann Behrmann ... 3d ed., rev. and enl. Chur, Rhaetian railway co., 1911.
80 p. plates, maps. 16½ cm.

320?
LED

RESTRICTIONS ON USE: *Reproductions may not be made without permission from Columbia University Libraries.*

TECHNICAL MICROFORM DATA

FILM SIZE: 35mm REDUCTION RATIO: 9:1 IMAGE PLACEMENT: IA (IIA) IB IIB

DATE FILMED: 5-6-97 INITIALS: AB

TRACKING # : 23362

FILMED BY PRESERVATION RESOURCES, BETHLEHEM, PA.

BIBLIOGRAPHIC IRREGULARITIES

MAIN ENTRY: Brooke, Charles William Alfred

The Rhaetian Railway

Bibliographic Irregularities in the Original Document:

List all volumes and pages affected; include name of institution if filming borrowed text.

_____ Page(s) missing/not available: _____

_____ Volume(s) missing/not available: _____

_____ Illegible and/or damaged page(s): _____

_____

_____ Page(s) or volume(s) misnumbered: _____

_____ Bound out of sequence: _____

_____ Page(s) or volume(s) filmed from copy borrowed from: _____

_____

X Other: unnumbered foldout between page 40 and Plate XVIII

_____

_____ Inserted material: _____

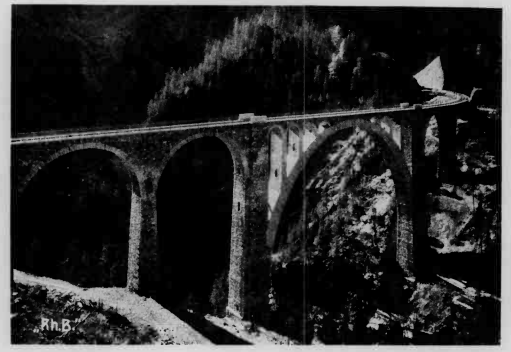
TRACKING#: MSH23962

308
Z
Box 26.1

RHAETIAN·RAILWAY

GRISONS SWITZERLAND.

PLATE I



Photogr. E. Meerkämper, Davos

Page 38.

Wiesen-Viaduct

THE RHAETIAN RAILWAY

Rh.B.

(Rhätische Bahn)

A PRACTICAL GUIDE TO THE SWISS HIGHLANDS OF THE GRISONS

BY

THE REV. C. W. A. BROOKE, M.A.

AND

MRS. M. L. BROOKE.

BASED ON THE GERMAN OF

HERMANN BEHRMANN

Containing Illustrations, several Plans in the Text, two Supplementary Maps and sundry Notes.

Third Edition, revised and enlarged.

Published by the
RHAETIAN RAILWAY Co.
Chur 1911
Trade supplied by F. Schuler, Chur.

ILLUSTRATIONS.

Plate			Description
	I.	Wiesen Viaduct	page 38
»	II.	Fideris Village	» 27
»	III.	Klosters	» 31
»	IV.	Davos	» 35
»	V.	Wiesen	» 38
»	VI.	Chur	» 42
»	VII.	Arosa, The lower Lake	» 43
»	VIII.	Ortenstein Castle	» 47
»	IX.	Thusis	» 49
»	X.	Campi Ruins	» 51
»	XI.	Solis Bridge	» 51
»	XII.	Tiefencastel	» 52
»	XIII.	Landwasser Viaduct, near Filisur	» 53
»	XIV.	Filisur	» 54
»	XV.	Bergün and Piz d'Aela	» 56
»	XVI.	Chanelletta, Avalanche Gallery	» 57
»	XVII.	Bergün and Preda, Windings of the Line	» 58
»	XVIII.	Samaden	» 61
»	XIX.	St. Moritz	» 62
»	XX.	Tarasp Castle	» 64
»	XXI.	Zuoz, Upper Engadine	» 64
»	XXII.	Piz Bernina (13,305 ft.)	» 65
»	XXIII.	Pontresina and Roseg Valley	» 65
»	XXIV.	Valendas, The Mermaid Fountain	» 67
»	XXV.	Ilanz (Upper Gate)	» 68
»	XXVI.	Le Prese, on the Lake of Poschiavo	» —

MAPS, PLANS, &c.

	Page
Klosters-Laret	31
Zügenschlucht	38
Sandhubel Chain from Filisur	39
Reichenau-Tamins	44
The Domleschg from Rothenbrunnen	46
Schynschlucht	50
Filisur	55
Panorama from Bergün	57
Panorama from Samaden	60
Map of Bergün and Preda	59
Map of the Rhaetian Railway	Cover

HEC Mch. 20, 1930

CONTENTS

LIST OF ILLUSTRATIONS . . . . . page 2
EXPLANATIONS AND ABBREVIATIONS . . . » 4
INTRODUCTION . . . . . » 5
THE GRISONS.
Scenery, Characteristics, Situation, Area, Inhabitants . . . . . » 7
Climate, Curative Properties, Mineral Springs, Tourist Attractions, Sports . . . . . » 8
Historical, Language, Roads and Railways . . » 10
RH. B. = RHAETIAN RAILWAY.
History of the Line . . . . . » 12
Technical, Altitudes, Cost of Construction . . » 13
Landquart to Davos . . . . . » 14
Davos to Filisur . . . . . » 14
Landquart to Thusis . . . . . » 15
Albula Railway, Thusis to St. Moritz . . . . . » 15
Albula Tunnel . . . . . » 15
Cost of the Albula Railway . . . . . » 16
Bevers to Schuls . . . . . » 16
Reichenau to Ilanz . . . . . » 16
Ilanz to Disentis . . . . . » 17
Tabular Summary of Constructions . . . . . » 71
Rolling Stock . . . . . » 17
Traffic Arrangements . . . . . » 18
Connections with other Lines and with Diligence Routes . . . . . » 18
FARES, SPECIAL TICKETS AND LUGGAGE ARRANGEMENTS.
A. Passenger Service . . . . . » 19
B. Luggage and Fast Goods Service . . . . . » 21
DESCRIPTION OF THE ROUTES.
Landquart, Klosters, Davos to Filisur . . . . » 23
Landquart, Chur, Reichenau, Thusis to Filisur » 40
Filisur to St. Moritz and Pontresina . . . . . » 56
Reichenau to Ilanz (Disentis) . . . . . » 66
LITERATURE USEFUL FOR THE SWISS HIGHLANDS . . . . . » 72
DISTANCES BETWEEN STATIONS.
Kilometer Distances . . . . . » 73
Tariff Unit Distances . . . . . » 74
GENERAL INDEX . . . . . » 75
INDEX OF MOUNTAINS WITH HEIGHTS . . » 80

Explanations, Abbreviations, &c.

1. To save space and consequent bulk, the following abbreviations have been adopted:—

   N., S., E., W., indicate the cardinal points.
   r. and l. „ right and left respectively.
   br. and tn. „ bridge and tunnel respectively.

   Of the measures:—
   km. = kilometres, kg. = kilogrammes, m. = miles,
   mt. = metres. gr. = grammes. ft. = feet.

2. Unless otherwise indicated the height is always given above the sea, and not from the valley.

3. Following the name of each station, is given its altitude. The distance, and tariff-unit distance, of any station from any other is given in the Tables p. 73 and 74. The altitude of all mountains, and heights, is given in the Index p. 80.

4. In the description of the routes p. 23 to p. 70, remarks relating to the present time have been placed in the text; those relating to former days, legends, descriptions, &c. have been placed, as a rule, in small type as foot notes.

5. The corresponding English and Swiss measures are given here for reference:—

1 m.	= 1.6 km.	1 mt.	= 3.2 ft.
1 ft.	= 0.3 mt. = 30 cm.	1 km.	= 0.6 m.
1 cwt.	= 50.18 kg.	1 kg.	= 2.2 Eng. lb.
1 lb.	= 454 gr.	500 gr.	= 1.1 Eng. lb.

   A quick way to calculate:— mt. to ft.; multiply by 3 and add a tenth
   km. to mt.; multiply by 2 and divide by 3
   kg. to lb.; multiply by 2 and add a fifth

   In Switzerland the Centigrade thermometer is used which marks 0° for freezing in place of our 32° on F. For every degree C. above or below freezing you add or subtract 1.8 F. Hence every 5° C. makes a difference of 9° F.

6. A glance at the map at the end of this book (or at the table p. 73) will show that the Rhaetian Railway (Rh.B.) starting at Landquart where it joins with the Federal Railway (S.B.B.) makes an irregular circle: Landquart, Klosters, Davos, Reichenau, Chur, Landquart.

   At Filisur the line leaves "the circle" making the "Engadine extention" and going both to St. Moritz and Pontresina, eventually to be continued to Chiavenna.

   Similarly, at Reichenau, the line leaves "the circle" making the "Oberland extension" going to Ilanz, shortly to be extended to Disentis.

   A third extension to Schuls from Bevers is now under construction.

Photogr. Chr Meisser, Zürich. Page 27.

Fideris-Village

Rh.B.

The Rhaetian Railway is one of those exceptional lines which are frequented for the sake of the journey itself, and not merely for the purpose of reaching a destination. There are very few such railways in the world. Apart from some special cases including the purely mountain lines, which are of course outside the ordinary sphere of traffic, even in Switzerland, where the traveller enjoys from his carriage window such an endless succession of the most beautiful and sublime landscapes, the scenery is regarded simply as a pleasant feature of the journey.

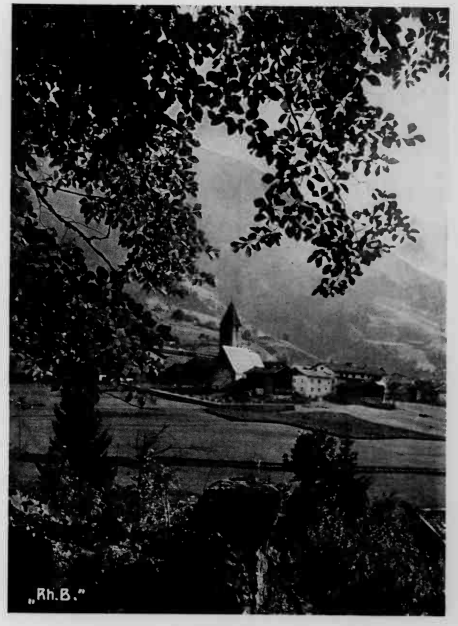
On the Rhaetian Railway, however, one may often travel for the sake of what there is to see by the way — in other words, for the sake of the journey itself — which is quite another matter.

Nor is it only the overwhelming beauty of the Grisons' mountains, into the midst of which the railway takes us, that claims our attention. We are absolutely fascinated by the marvels of the unprecedentedly daring technical triumphs shown in the railway itself, which nevertheless harmonise completely with the landscape. People particularly sensitive to the beauties of nature, are not ashamed to confess that when travelling through the Albula Valley, or elsewhere on this railway, they constantly allow their attention to be diverted to the details of the railway construction, even from the most magnificent scenery, thus finding an additional attraction to the charms of travelling.

Although the Rhaetian Railway is fast crowding out the

diligences from the valleys of Grisons, where it was prophesied they would continue for ever, it has not in so doing taken the poetry out of travel. The line is a narrow-gauge one, and experience has shown that the necessity of having to change at Landquart, or Chur, from the carriages of the Federal to those of the Rhaetian Railway, very much increases the passengers' capacity for receiving the impressions of the journey. This is by no means equivalent to claiming for the Rhaetian Railway the "comforts" (?) of the frequently ridiculed "local" or branch railway! On the contrary, it is a first-class, solidly constructed line, equal to all the demands that can be made upon it, in every respect on a level with modern technique, and challenging comparison with any undertaking of the kind. And nothing so clearly proves this to be the case as the circumstance that the Rhaetian is the only narrow-gauge line which is admitted to the European railway time-table conference.

This brochure proposes to introduce to this unique railway those who have not already made its acquaintance. It is hoped that it may add to the pleasure of those using this line, and also attract many to the beautiful valleys of Grisons.



Photogr. Chr. Meisser, Zürich. Page 31.

Klosters

The Canton of Grisons.

Scenery, Characteristics, Situation, Inhabitants.

The Canton of Grisons (German Graubünden), in which the Rhaetian Railway is the principal means of communication, has always been most attractive on account of the great beauty of its scenery. It is essentially different in character from the other parts of Switzerland, differing in particular from the Original Cantons and the Bernese Oberland. Although the character and distribution of its mountains and valleys is peculiar to itself, it is, above all, the special climatic features of Grisons that affect the nature of its scenery. While elsewhere in the Alps the tree limit is about 5600 ft. above sea-level, the cimbra-pine and larch woods of the Engadine reach an altitude of 7200 ft. And it is in the Engadine, too, that the dryness and transparency of the air bring about those luminous colour effects which give an impression of fairylike splendour, as if the landscape were painted on a background of gold.

This magnificent scenery is in the fullest sense of the word opened up to travel by the Rhaetian Railway. As a rule, railways do not carry us farther than the foot of the mountains, and then wind round or cut through them. This line, however, takes us into the very heart of the mountain world, and carries us up to altitudes which are not even approximately attained by any of the other adhesion railways of Europe.

The Canton of the Grisons occupies the south-eastern part of Switzerland, and from the Rhine Valley near Maienfeld as far as the Stilfser Joch forms the Austrian frontier; from this point to beyond the Lake of Como the Italian frontier.

Switzerland, being about half the size of Ireland with three quarters as many inhabitants, has an average of 207 to the sq. m. as against 137 persons in the "Emerald Isle". In England and Wales the average is 558, and in London 3900.

Switzerland is divided into 22 Cantons of which Grisons is the largest (slightly exceeding the size of Devonshire), embracing more than one sixth of the country. Owing however to its mountains, it is comparatively thinly populated, ranking fourteenth in respect of population. Its area

is 2774 sq. m., with an average of 37 persons to the sq. m., while Devonshire has nearly five times this number.

The greater part of this vast region consists of mountainous country, the peaks of which reach as high as 13,124 ft., with extensive snow-fields and imposing glaciers.

The Canton is broken up into no fewer than 150 valleys, varying greatly in size, traversed by wild rushing torrents and streams, and animated by roaring waterfalls and clear mountain lakes. Dark green fir-woods and verdant mountain meadows cover the slopes, and form the transition from the valleys to the high mountains.

The altitude of the valleys differs considerably. Whereas, for example, the Rhine Valley near Chur is only 1969 ft., the Engadine reaches as high as 6089 ft., and the alpine valley of Avers, the highest valley in Europe with inhabited villages, attains the altitude of 6998 ft. On the southern slopes of the Alps, however, the Misox Valley sinks to 935 ft.

According to the last census, that of December 1st, 1900, the Canton of the Grisons had 104,520 inhabitants, of whom 55,155 were Protestant and 49,140 Catholic; and of these 48,700 speak German, 36,500 Romanisch, and 17,500 Italian. The number of its communes is 224. Most of the inhabitants are agriculturists; in larger towns trade and industry thrive; but there is a distinct absence of the factories which figure so largely in many other cantons.

The German language predominates in the N.E. of the Canton, in the Rhine Valley as far as Reichenau, in the Hinter-Rhine Valley, in the Prättigau and the commune of Davos. The various dialects of the Romanisch language (the two chief being Ladin and Romonsch) are spoken in the Oberland, in the Oberhalbstein and in the Albula Valley, in the Upper and the Lower Engadine, and in the Münster Valley. Italian is the principal language for the Puschlav, the Bergell and the Misox valleys.

The German language is everywhere carefully cultivated and well understood by the Romanisch-speaking people, in whose mouths it bears but a slight resemblance to the German of the German-speaking Swiss when he is not speaking dialect. Their pronunciation is clearer and therefore more easily understood by the foreigner than that of the German-speaking Swiss in other parts of the country.

Climate, Curative Properties, Mineral Springs, Tourist Attractions, Sports.

In addition to its beautiful scenery, Grisons possesses climatic advantages which attract no small proportion of its visitors. Corresponding with the differences in altitude, the climate varies considerably in different parts of the Canton. Within a comparatively small area we find the advantages of a temperate sub-alpine climate, combined with those of

Photogr. E. Meerkämper, Davos. Page 35.

Davos

the high-mountains, so that Spring, Summer, Autumn and Winter "seasons" may follow one upon another as one ascends.

> With the exception of some small parts of the country in the N., S., and E., Grisons belongs wholly to the mountainous and alpine region. In spite of this, its high-lying valleys are exceedingly well sheltered by the formation and grouping of the mountains, the proximity of forests, and the direction of the prevalent winds. They are consequently subject to very favourable climatic conditions.
>
> This high-lying tract of country enjoys an excellent climate of the true "continental" type, which is distinguished by the extreme differences of temperature between day and night, Summer and Winter. This "continental" character of the mountain plateau is revealed also in the rainfall. That part of the Rhaetian highlands nearest Valais is the dryest, least rainy part of Switzerland. Within this high lying region the Upper Engadine is especially privileged on account of its lakes, which, in spite of the great elevation, help considerably to make the Winter milder.
>
> In the Upper Rhine Valley we find, at an altitude of 1640 ft. at Chur, for example, the same climatic conditions as on the mild eastern borders of the Jura 820 ft. lower. Like Valais, the Rhine Valley is free from fogs and clouds. (*Dr. Loetscher.*)

In number and importance the *Summer Resorts* take first place. They vary greatly in altitude. The pure mountain air has an invigorating effect upon the constitution, and the well wooded nature of the country makes it particularly pleasant for summer holidays. Some places are especially suitable for a Spring or Autumn visit, and as intermediate stations for the higher health-resorts, while again in Winter the mountain sport-centres come to the fore.

The curative qualities of the climate, the influence of the fragrant alpine air, and the powerful sunshine, are very beneficial to the system, and are supplemented by the mineral springs, in which Grisons is richer than any other canton of Switzerland.

The large number of tourists who visit Grisons will find abundance of mountaineering. But the Canton has earned its greatest reputation as the classical land of winter sports. The capability of the Rhaetian Railway is never put to a severer test, and is also never more gratefully acknowledged, than when in Winter it deals with the traffic to the beautiful, sunny, snow-clad mountain-valleys, when all other highways and byways are deep under snow.

Historical, Roads and Railways.

Since the times of the Romans, who subdued the country and whose military roads took them from the Lake of Como over the Septimer, the Julier and the Splügen Passes to the North, Grisons, the ancient Rhaetia, has been of great importance as affording a passage between Italy and Germany. Its history is full of countless feuds, of foreign attacks, and attempts to win its favour. We see it, at the same time, engaged in a patient, persevering defence — sometimes high-spirited and bold, at other times cunning and subtle — of its own freedom.

The name of Graubünden originates from the "*Upper* or *Grey League*," which was established in March, 1424, between the Abbot of Disentis and 21 communes of the Oberland, at Truns, "for the purpose of securing and promoting the general welfare." Out of this league, together with the Gotteshausbund (League of the Sacred House), which was entered into as early as 1396 by the subjects of the bishop of Chur, and the Bund der Zehn Gerichte (League of the Ten Jurisdictions), which was founded at Davos in 1436, comprising Davos, the Prättigau, Malans, Maienfeld, Belfort, Churwalden and Schanfigg, arose the union of the "Drei Bünde in Hohenrhaetien" (the Three Leagues of Upper Rhaetia) which from 1521 we find mentioned in documents as "Die grauen Bünde in Rhaetien" (The Grey League of Rhaetia), either as is often said, on account of the grey garments worn by the men, or because it included several Counts *(Grafen)*. Hence called Grigioni, Grisonen, and in Romanisch Grischuns, Graubünden (Ger), Grisons (Fr).

The allied peoples received their first baptism of blood during the Swabian war, i. e. in the war against the Swabian League and Austria, when, united with the Confederates, they gained honourable laurels. At the ensuing conclusion of peace at Bâle, Austria and the Swabian League acknowledged this Free State as such.

The *Reformation* penetrated the northern valleys from Zurich, while the new doctrine was brought to the southern valleys by Italians who had been awakened by the controversial writings of Luther, and persecuted by the Inquisition.

The ensuing period of internal disorder, oppression, and struggle for freedom, came to an end when in 1799 the people decided by vote to join the Swiss Confederation. This came into force in the year 1803.

The arms of the Canton preserve the memory of each of the three Leagues — the Gotteshausbund, the Grauenbünde and the Zehngerichtenbund.

At first the Gotteshausbund displayed the Madonna, but after Reformation times, for the sake of concord, this was changed to the Steinbock, an animal characteristic of the mountain fastnesses. This then, the

Photogr. Wehrli A.-G., Kilchberg-Zürich. Page 38.

Wiesen with Tinzenhorn and Piz Michel

Historical, Roads and Railways.

Since the times of the Romans, who subdued the country and whose military roads took them from the Lake of Como over the Septimer, the Julier and the Splügen Passes to the North, Grisons, the ancient Rhaetia, has been of great importance as affording a passage between Italy and Germany. Its history is full of countless feuds, of foreign attacks, and attempts to win its favour. We see it, at the same time, engaged in a patient, persevering defence — sometimes high-spirited and bold, at other times cunning and subtle — of its own freedom.

The name of Graubünden originates from the "*Upper* or *Grey League*," which was established in March, 1424, between the Abbot of Disentis and 21 communes of the Oberland, at Truns, "for the purpose of securing and promoting the general welfare." Out of this league, together with the Gotteshausbund (League of the Sacred House), which was entered into as early as 1396 by the subjects of the bishop of Chur, and the Bund der Zehn Gerichte (League of the Ten Jurisdictions), which was founded at Davos in 1436, comprising Davos, the Prättigau, Malans, Maienfeld, Belfort, Churwalden and Schanfigg, arose the union of the "Drei Bünde in Hohenrhaetien" (the Three Leagues of Upper Rhaetia) which from 1521 we find mentioned in documents as "Die grauen Bünde in Rhaetien" (The Grey League of Rhaetia), either as is often said, on account of the grey garments worn by the men, or because it included several Counts *(Grafen)*. Hence called Grigioni, Grisonen, and in Romanisch Grischuns, Graubünden (Ger), Grisons (Fr).

The allied peoples received their first baptism of blood during the Swabian war, i. e. in the war against the Swabian League and Austria, when, united with the Confederates, they gained honourable laurels. At the ensuing conclusion of peace at Bâle, Austria and the Swabian League acknowledged this Free State as such.

The *Reformation* penetrated the northern valleys from Zurich, while the new doctrine was brought to the southern valleys by Italians who had been awakened by the controversial writings of Luther, and persecuted by the Inquisition.

The ensuing period of internal disorder, oppression, and struggle for freedom, came to an end when in 1799 the people decided by vote to join the Swiss Confederation. This came into force in the year 1803.

The arms of the Canton preserve the memory of each of the three Leagues — the Gotteshausbund, the Grauenbünde and the Zehngerichtenbund.

At first the Gotteshausbund displayed the Madonna, but after Reformation times, for the sake of concord, this was changed to the Steinbock, an animal characteristic of the mountain fastnesses. This then, the

Photogr. Wehrli A.-G., Kilchberg Zürich. Page 38.

Wiesen with Tinzenhorn and Piz Michel

emblem of Chur is in the centre. On one side is the " wild man " of Davos, not however as a dwarf but as a hairy giant carrying an uprooted fir tree. On the other is St. George standing on the dragon, with a spear thrust in its throat. St. George was the patron saint of the Grey League, on whose festival the annual elections to office were held.

The cause of the numerous disorders, but also the source of the country's riches, lay in its mountain passes, which were a means of intercommunication for travellers and for trade between N. and S. Until the second half of the 18th cent., however, the traffic was confined to the Roman mule-tracks, which had only been improved here and there. Not until 1782—85 was the first Federal highway constructed, that from Chur to the Lichtenstein frontier, the so called " deutsche Reichsstrasse " (German Imperial Rd.).

Then came in 1818 the St. Bernhard Rd., which was followed first by the Splügen Rd. and later on by the rds. over the Julier and Maloja. In all, no fewer than ten mountain passes were provided with rds. built on scientific principles. The network of rds. in the interior entailed an expenditure of about 20 million francs, not including the free transfer of the land and the supply of raw material by the communes — quite an extraordinary accomplishment for such a small free state.

Ever since the opening of the first railways in the thirties of last century, there has been no lack of schemes in Grisons for securing to the Canton a line of railway which should result in its retaining the through traffic between N. and S.; but, as the St. Gotthard Railway, opened in 1882, succeeded in attracting to itself the through goods traffic, this design was frustrated.

There has never been any want of serious and promising plans for extending the Swiss railway system into the Rhaetian Alps, and it has been not so much technical as financial difficulties that have stood in the way of their realisation. It was only when in 1866 the extension of the railway system *inside* the Canton was recognised as the most necessary matter, and was taken up as such by active and influential men, especially by Herr W. J. Holsboer, a member of the Cantonal Council, the well-known promoter of the health-resort of Davos, that the foundation could be laid for a comprehensive cantonal railway system.

Rh.B.

Rhaetian Railway.

For the tabulated summary of construction see p. 71.

Apart from the line between Rorschach and Chur, which runs through Grisons territory, the cutting of the first sod of the Landquart and Davos Railway marks the beginning of railway construction in the canton, and at the same time the birth of the Rhaetian Railway. The line was begun in May, 1888; while it was first opened for traffic, on Oct. 9, 1889.

The Landquart and Davos Narrow-gauge Railway Co, which ran this line, acquired in 1894 some concessions, originally granted to others, for the construction of the narrow-gauge railway lines from Landquart to Chur and from Chur to Thusis, and immediately commenced the construction of both. The work was carried out so quickly that by the summer of 1896 the whole of the line from Landquart to Thusis could be opened for traffic. At the same time the Company adopted the name of "Rhätische Bahn" and undertook the task of developing the railway lines of Grisons. The offices and management of the company were located at Chur, the capital of the Canton.

The next task was the construction of lines to the Engadine and the Oberland. With the aid of the Confederation, which granted a subsidy to the canton for the establishment of narrow-gauge lines from Thusis to St. Moritz and from Reichenau to Ilanz, it was possible by the year 1898 to take this work in hand. On July 10th, 1904, the line was opened as far as St. Moritz. The extension from Reichenau to Ilanz had been opened on June 1st, 1903.

This, however, by no means brought the development of the railway to a stand-still. On July 1st, 1908, the connecting line between Samaden and Pontresina was opened to traffic; on July 1st, 1909, that from Davos to Filisur. With these, Grisons now possesses a network of narrow-gauge railway

Photogr. Chr. Meisser, Zürich. Page 42.

Chur

lines 120 m. in length, connecting the capital with the more important valley townships, and these with each other.

This network of railway is undergoing a further extension by the two branch lines commenced in 1909, namely the line from Bevers to Schuls in the Lower Engadine, which will bring the long desired railway connection to the great Upper Engadine resorts; and that from Ilanz to Disentis, the most important centre of traffic in the Vorder-Rhein valley. Both lines are extremely important, not only on account of the trade necessities of the valleys they serve, but also because they pass through regions of pre-eminent beauty of landscape, and consequently will be in no respect behind the older sections of the line in the power of their attraction to the tourist.

Awaiting future realisation is the continuation of the Albula line, which now has its terminus at St. Moritz, via Maloja to Chiavenna, connecting with the Lake of Como Railway; and also that of the Lower Engadine line to the Austrian border, connecting with the Austrian railway system.

Technical, Altitudes, Cost of Construction.

General System.

When the first line of the Rhaetian Railway was constructed, namely the section from Landquart to Klosters, the fact was at once recognised that it was the first instalment of an alpine railway to Italy. It was consequently built in as perfect and solid a manner as possible. On account of the cost, the standard gauge was out of the question; but although the narrow-gauge system had to be adopted, it was determined that the line should figure in the very front rank of such railways.

The gauge decided on was 1 mt. (3.2809 ft.) and the line along its whole course has been constructed on the ordinary adhesive principle, without recourse to the plan, which so obviously suggests itself and has been used on other similar lines, of introducing an auxiliary rackrail in the centre. These principles have since been adhered to in the further extension of the railway.

The gradient (after the experience on the Davos portion of the line with the proportionately steep ascent of 45 °/₀₀

had proved the expediency of a reduction) has been always made less on the lines which have been constructed later.

The artificial constructions, especially the brs., have been built of stone wherever practicable for aesthetical considerations. Only in a few cases has the Rhaetian railway been compelled to depart from this principle and has chosen the less costly iron material.

The locomotives throughout the line are driven by steam. Nevertheless electric working is provided for on the new track of line from Bevers to Schuls, and the application of this method to the whole system is forming the subject of close consideration.

Landquart to Davos.

As already mentioned, the steepest gradient on this section amounts to 45 °/₀₀, the minimum radius of the open track being 328 ft.

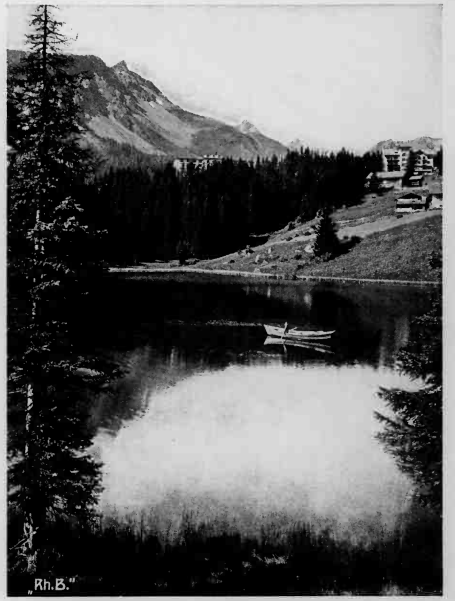
The railway has to reach a considerable height. The starting-point, Landquart Station, has an altitude of 1719 ft., the highest point, Wolfgang Station, 5370 ft., and the terminus at Davos 5064 ft. Between Landquart and Küblis the track passes along the bed of the valley, where its steepest gradient is 35 °/₀₀, and from there on 45 °/₀₀. Above Klosters a loop-tn. 1098 ft. long was necessary in order to grapple with the ascent. Altogether there are three tns. comprising a total length of 2128 ft.

The line is 31 m. long, and the cost, including the subsidies which were contributed by the communes, partly in cash and partly by furnishing the necessary wood gratuitously, amounted in round figures to £340,000, or £5832 per km.

Davos to Filisur.

In order to attain during the course of the extent of this line, which in round numbers is only 12 m. long, the considerable difference in altitude between Davos (5064 ft.) and Filisur (3555 ft.), the maximum gradient was not able to be taken at less than 35 °/₀₀. The minimum radius of the curves amounts to 395 ft.

This section of line has 15 tns., with a collective length of 13,800 ft. The most prominent engineering construction of the line is the stone Wiesen Viaduct 690 ft. long, with 6 openings, each 66 ft. wide, and a central parabolic arch of 180 ft. span which strides across the Landwasser valley at a height of 289 ft.



Photogr. Wehrli A.-G., Kilchberg-Zürich. Page 42.

The lower Lake, Arosa

The cost of building amounted to £217,600 or £11,453 per km. The substructure alone cost £153,600, or £8,084 per km.

Landquart to Thusis.

This line is 25.6 m. in length. The minimum radius here is also 328 ft., as on the line from Landquart to Davos.

The steepest gradient is not more than 25 °/₀₀. The total cost amounted to £280,000, or in round figures £6,800 per km.

The Albula Railway. Thusis to St. Moritz.

This line is 38.34 m. long. The steepest gradient between Thusis and Filisur is 25 °/₀₀, between Filisur and Bevers 35 °/₀₀, and between Bevers and St. Moritz 20 °/₀₀.

The altitude of the railway at Thusis is 2302 ft., at Filisur 3555 ft., at Bergün 4524 ft., at Preda 5892 ft., at Spinas 5890 ft., at Bevers 5633 ft., at Samaden 5620 ft. and at St. Moritz 5844 ft. The highest point, 5998 ft., is in the Albula tn.

The ordinary radius of the curves on this line is 395 ft.; only in very few cases has it fallen as low as 328 ft.

The nature of the mountains traversed is such that the number and length of the tns. and viaducts on this line are abnormally great. Besides the Albula tn., there are 38 smaller tns., the total length of which is 33,350 ft., of which all but 7892 ft. had to be lined with masonry.

At Thusis the Hinter-Rhein is spanned by an iron construction 263 ft. in length. Besides this, there are in the Engadine three smaller iron bridges. All the other constructions of this kind, some of which are as much as 138 ft. in length, are of arched masonry.

The Albula Tunnel (19,242 ft. in length).

The Albula Tn. is the longest ever built on a narrow-gauge railway. Its construction was attended with enormous difficulties, the greatest of which was the sudden tapping of powerful springs of cold water in soft stone and dolomite sand. The efforts to overcome these difficulties were extremely toilsome, and caused an interruption of fifteen months in the progress of the work on the northern side.

After these dangerous places had been successfully coped with, it was possible to proceed with the machine-boring in the granite, three of Brandt's rock-drills being kept at work

simultaneously at either end. An average daily advance of 190.3 ft. was made, and by April, 1902, the progress made with the adit on the N. side was gradually increased to 239 ft., which rate as a month's average through solid rock had probably never been reached before.

The work was commenced in October, 1898, and on May 29th, 1902, the tn. was pierced. The greatest feat was accomplished in the year 1902, when fully half of the tn., a length of nearly 9840 ft., was finished, an accomplishment which equals the average rate of progress from 1899 to 1902 in the Simplon tn. A length of 6261 ft. remains unlined.

The temperature in the heading before the piercing was 14-15° C..(57-60 F.). The water-temperature of the main springs is 6° C. (43 F.), that of the springs in granite 8-11° C. (47-53 F.).

The up-gradient from Preda to the highest point is 10 °/₀₀, the down-gradient towards Spinas 2 °/₀₀.

Cost of the Albula Railway.

The cost of the Albula Railway amounted to 23 million francs (£920,000) or 371,000 francs (£14,820) per km. The rolling-stock on this line cost 2 million francs (£80,000) or 32,000 francs (£1280) per km.

The substructure alone cost, without the Albula tn., £440,000, or £7080, per km.; the Albula tn. alone £282,800, or £48, per m.; with the Albula tn. £722,800, or £11,880, per km. The small tns. cost on an average £16 per lineal mt.

Bevers to Schuls.

On this line, which has a total length of 31 m., the maximum gradient is planned for 25 °/₀₀. The minimum radius of the curves is 526 ft.

The cost of building, without the plant for the electric working, will amount to £680,000, or £13,600 per km. The substructure alone will cost £426,400, or £8528 per km.

Reichenau to Ilanz.

This line is 12 m. long, its steepest gradient being 10 °/₀₀, and the minimum radius of its curves 393.7 ft. It extends along the bed of the Vorder-Rhein Valley, where the river has eaten its way deep into the prehistoric Flims landslip.

The precipitous sides of this valley do not consist of rock, but of the rubble and debris of the landslip, from which, in spring, stones often fall. The railway had to be protected from this, partly by forming a space between it and the declivity for the stones to fall into, and partly by building the permanent way into the bed of the Rhine, which at this point is very broad. The great banks, necessary here, formed the most important work on this line.

At three places tns. of a total length of 2634.5 ft. were constructed.

The cost of this railway, exclusive of rolling stock, was in round figures 4.4 million francs (£176,000), or 231,000 francs (£9264) per km.

Ilanz to Disentis.

This section of line will be 18.4 m. long, its maximum gradient 27 °/₀₀, and the minimum radius of its curves 395 ft.

The cost of construction will be £240,000, or £8108 per km., of which the substructure alone will amount to £137,280, or £4638 per km.

The Rolling Stock.

The Rhaetian Railway possessed, on the 1st of July, 1909, more than 45 locomotives, 154 passenger carriages, 24 luggage vans, 405 goods trucks, and 1 breakdown van with the necessary appliances for use in case of accidents. 12 Federal mail vans also run on this line. Of the locomotives 16 are tank-engines with 3 coupled axles and one trailing axle, with a running weight of 29.5 to 31.5 tons; 12 duplex compound tank-locomotives Mallet system, with a running weight of 36.9 to 43.6 tons; 6 two-cylinder compound locomotives with 4 coupled axles, one trailing axle, and tender; and 11 are two-cylinder superheated steam twin-locomotives with 4 coupled axles, one trailing axle, and tender, with a running weight of 47 tons.

The *passenger carriages* are all provided with lavatories, and lighted by electricity, which is switched on for the many tns. on the Albula line.

Saloon carriages and cars specially constructed to afford good views run on the principal express trains regularly during

the summer season. There is also a first-class sleeping and saloon car, for the use of which there is a special tariff.

Traffic Arrangements.

With the exception of the trains on the Oberland line in Winter, and a few early and late ones on the other sections, all trains are run with first, as well as second and third class compartments. In Summer and during a part of Winter a first-class express train with saloon carriages runs in connection with the Engadine Express from Calais.

All railway officials who come in contact with the travelling public, speak two languages — German, and either French or English. Some of the officials also speak Italian.

Foreign money is accepted at the booking offices and on the trains of the Rhaetian Railway at a fixed rate of exchange.

Connections with other Lines and with Diligence Routes.

The chief approach line to the Rhaetian Railway is the Sargans, Ragaz, Landquart and Chur branch of the Federal Railway. Sargans is the junction for the following lines:

Olten and Basel-Zurich-Wädenswil (Arth-Goldau)-Weesen (Glarus)-Landquart-Chur, for travellers coming from Western Switzerland, Baden, Alsace, France and England;

St. Gall-Rorschach-Buchs-Landquart-Chur, for those coming into Switzerland via the Lake of Constance.

Innsbruck-Arlberg-Buchs-Landquart-Chur, for travellers from Austria.

Moreover, from Austria the Engadine post route from Nauders; from Italy the Maloja post route from Chiavenna, and the Bernina post route from Tirano; and, from Central-Switzerland, the Oberalp post route from Andermatt, provide means of communication with the Rhaetian Railway.

The connecting post routes and other means of communication are noted in the following pages under the names of the connecting stations. The trains of the Rhaetian Railway in direct connection with the Federal Railway trains from Sargans wait 15 min. at Landquart and Chur; and the trains of the Federal Railway also wait 15 min. for all direct connections on the Rhaetian Railway.

Photogr. Wehrli A.-G., Kilchberg-Zürich.

Page 40.

Thusis

Fares, Special Tickets and Luggage Arrangements.

A. Passenger Traffic.

Break of Journey.

This is allowed at any intermediate station, during the validity of every ticket.

Ordinary and Sunday Tickets.

Single tickets are available on day of issue only.

Ordinary return tickets are available for 10 days; Sunday tickets for any distance up to —

75 tariff-unit km. are available for 1 day.

76 tariff-unit km., or more are available for 2 days.

The Sunday tickets available for 1 day are only issued on Sundays, New Year's Day, Good Friday, Easter-Monday, Ascension-Day, Whit-Monday, Christmas-Day and Boxing-Day.

The Sunday tickets available for 2 days are valid for Saturday and Sunday, or Sunday and Monday, and those for the forementioned public holidays on the holiday in question and 1 day before or after.

Special Tickets.

Full information can be obtained at every station of the Rhaetian Railway, at the usual Tourist Offices and at the principal stations of the S.B.B.

Sleeping and Saloon Car.

The sleeping and Saloon car is attached to the trains when 6 first-class tickets are taken for the saloon compartment and a fixed supplementary tax is paid on each ticket.

Kilometre abonnements (Subscription tickets).

At all stations of the Rhaetian Railway booklets are issued which entitle holders to travel at pleasure a certain number of tariff units (p. 74) anywhere on the Rhaetian Railway system.

Full particulars and prices may be obtained of the booking clerks.

Abonnements for 12 Return (or 24 Single) Tickets.

Books of 24 tickets are issued at all stations for use on the Rhaetian Railway between any two given stations, and entitle the holder to 12 return or 24 single journeys to and from the stations therein named. They are available for 3 months and are 20 % cheaper than the same number of ordinary tickets.

They must be ordered at least 2 days in advance at the station from which the tickets are available.

Swiss General Abonnements (Season tickets).

These are available over the whole Rhaetian Railway system as well as the S.B.B. and can be obtained on demand at the following stations: Chur, Davos-Platz and St. Moritz and, after notice, at any station. A photo of applicant must be supplied.

Fixed Circular Tours.

Lists of these are obtainable at the above offices.

Swiss Combinable Tourist Tickets.

These tickets can combine train and post diligence journeys and are issued at the Rhaetian Railway Stations of Chur, Davos-Platz, St. Moritz.

Lists of Tickets can be obtained at the above offices.

International Combinable Tickets.

(German Railway Union.)

These tickets can combine train, boat and diligence journeys. See time-tables and official lists of fares.

Photogr. Chr. Meisser, Zürich. Page 81.

The Campi Ruins

Fares.

At all stations a table of fares is posted up near the booking office.

The fares are based on a system of units designated tariff-units, p. 74. These units are generally kilometres, but in those sections of the line which have been peculiarly expensive to construct, the km. has become $1^1/_3$ and sometines $1^2/_3$ tariff-units. The rates are:—

3rd Class 6 centimes single and 9.6 centimes return for every unit of distance between any two stations.

2nd Class is double and 1st Class treble of these rates.

The cheap Sunday return tickets are issued at 7.2 centimes per unit 3rd Class and double this for 1st Class.

Children under 4 years of age, travelling with adults, are carried free, but have not the right to a separate seat. Those between 4 and 12 are charged half fare.

The rates and tariff-distances given in the text are subject to alteration, and the official tariffs, which may be seen at all stations, are alone authoritative.

B. Luggage and Express Goods Transport.

Luggage weighing more than 10 kgs. (22.05 English pounds), or which is too bulky to be put on the racks in the carriages, must on no account be taken as hand-luggage, but should be registered as passenger's luggage. Each passenger is allowed to take a pair of ski or a toboggan, free of charge. These articles are carried in the luggage-van unregistered. The Railway Company will not hold itself responsible for loss, damage or mistakes. For *bobsleighs* there are special cheap rates and other facilities both for single and repeated journeys. Full particulars may be obtained at the stations.

There are three methods of conveying heavy luggage, viz:—

1. Passenger Luggage, in the same train.
2. Express Luggage i.e. grande vitesse,
3. By goods trains i.e. petite vitesse.

Luggage under 5 kgs. in weight, must be sent by Parcel post if not carried as hand luggage.

Description of the Railway Lines.

The km. indications over the names of the stations and on structures along the line show the distance from *Landquart* and agree with the *km. posts* along the right side of the track as the train goes up the valley.

shows the distance in 0.10 kilometres.

the distance in kilometres.

Curve Indicators.

These are placed at the beginning of each curve and indicate its radius, and sometimes give also the height of the outer rail above the inner in millimetres.

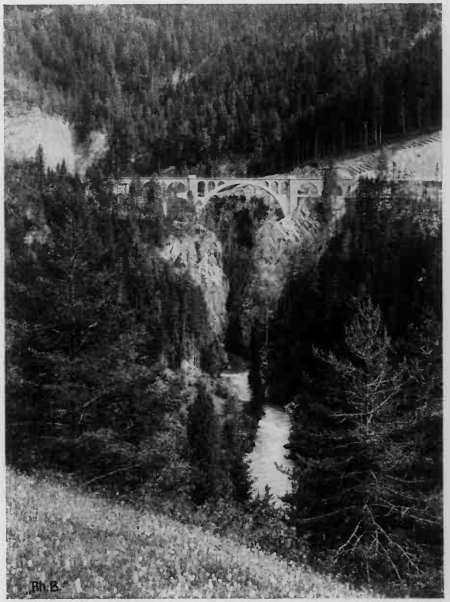
Gradient Indicators.

These are placed along the right hand side of the track going upward, and indicate the varying gradient (in this case a gradient of 45 ‰ following a horizontal piece of line).

When giving, in the following description of the railway, the distance between the first and last station of the various sections of the line, fractions have been counted as a whole number.

The altitude indicated for each station shows the height of the sleepers above sea-level. These figures will also be seen on the stations themselves.

At the entrance of each tunnel, on the passenger's right-hand side as he faces the direction in which the train is travelling, is a sign-board giving its name and length; these can be easily read as the train travels at moderate speed up the gradients. During the uphill journey through the tunnels passengers are requested to keep the windows closed.



Photogr. Chr. Meisser, Zürich. Page 51.

Solis-Bridge

Landquart to Davos and Filisur.

The journey from Landquart to Klosters takes about 1¾ hrs., from there to Davos-Platz about ¾ hr., and from Davos to Filisur about ¾ hr. The speed[1] of the trains between Landquart and Küblis is 28 to 40 km. (17.4 to 24.8 m.) an hr., from Küblis to Klosters 19 to 30 (11.8 to 18.6 m.), and from Klosters to Davos and Filisur 23 to 30 (14.3 to 18.6 m.).

Landquart 526.7 mt.

Restaurant (1st, 2nd and 3rd class) at the Station.

0.1 km. Landquart Br.

Landquart, the starting point of the Rhaetian Railway (Rh.B.), is a junction with the Federal Railway (S.B.B.); from there the two lines continue, often side by side, meeting together again at Chur.

The booking and luggage offices are in the Federal Railway station. The platform for the trains of the Rhaetian Railway is in front of the Hotel Landquart, and connected with the Federal platform by a covered way.

The station affords a magnificent all-round view of the mountains which border and enclose the broad valley of the Rhine. In the S.E. we see the summits lying towards Chur: Cyprianspitz, Hochwang and Montalin. To the S. the view is bounded by the massive Stätzerhorn; on the W. by the mighty Calanda, in front of which is Piz Alun, with the village of Mastrils (the name is said to signify the witch's mountain), immediately opposite Landquart. Towards the N. the Gonzen, with the smaller Schöllkopf, and above it the Alvier, force themselves in between the Seeztal and the Rheintal, from which splendid views are to be obtained. Above the first-named gleam the peaks of the Churfirsten and above the latter the Altmann, in Appenzell. In the N. rises the Falknis, to

[1] The first figures give the average normal speed; the second the highest speed permitted.

its l. the smaller Fläscherberg, between which the Luziensteig, formerly a fortified pass, leads to the Principality of Lichtenstein. On the r. is seen the narrow gorge (the Klus) from which the river Landquart emerges and, sweeping in a wide curve eastwards, flows rapidly towards the railway. South of the Klus, the villages of Igis and Zizers (p. 40 and 41), lie amid orchards and vineyards at the foot of the Valzeina Mountains. To the l. of Igis stands [1] Marschlins Castle.

Malans 539.4 mt.

Malans with an idyllic situation on a sunny slope to the l. of the railway, belongs to the so called "Herrschaft" (Lords' domain) part of the Rhine Valley, which stretches along the r. bank of the Rhine from the frontier of the canton as far as Landquart and the defile of the Klus. Here "wird der goldgelbe rhätische Rheinwein von der Sonne — 'kompleter' — ausgekocht" (Scheffel).[2] Near Malans, in Bothmer Castle, the well known poet, Johann Gaudenz v. Salis-Seewis, lived and died (1834).

Above the village rises the green Piz Vilan, to the l. of it the barren Gyrenspitze and the Falknis, while further to the l., at some elevation, are the [3] Klingenhorn ruins. The village out in the valley is Jenins.

Felsenbach 755.1 mt.

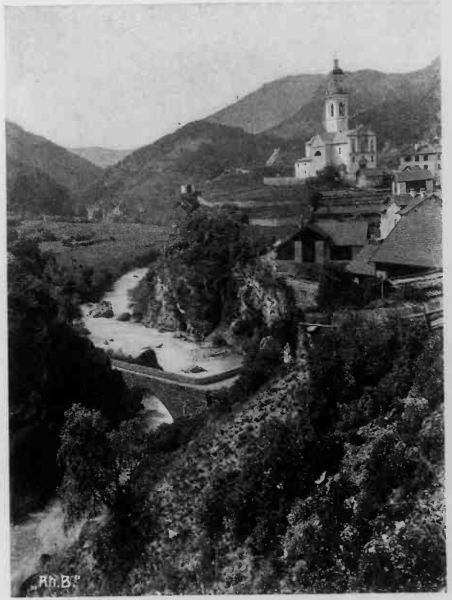
Footpath to the hamlet of Valzeina, 2 hrs.

Felsenbach station is situated at the entrance of the Klus on an embankment projecting into the river. In the Klus

[1] The Castle had double moats and four towers, said to date from the time of Pipin, A. D. 750, and was named from its builder Marsilius. Tradition says a monastery was being built on the spot, but a carpenter having injured his hand, a dove flew with a blood stained splinter to Pfäfers. This being looked on as an omen, the building was erected there. Hence the flying dove in the arms of Pfäfers. This castle was burnt down in 1460 and for more than a century there was strife over its rebuilding between owner, mortgagee and overlord, eventually Ulysses v. Salis rebuilt it 1633. In 1770 the noted teachers Planta and Nesemann removed their school from Haldenstein to the castle, Salis Marschlins again transferring it to Reichenau.

[2] "Here the sun ripens the golden yellow Rhenish wine of Rhaetia, known as the 'complete'."

[3] The castle was burnt down 1745 and then rebuilt.



Photogr. Chr. Meisser, Zürich. Page 52.

Tiefencastel

the permanent way was regained from the bed of the river Landquart, which formerly caused much devastation here but has now been embanked. Bulwarks made of stone and wood protect the line from the blocks of ice and the stones which fall from the precipice in spring. On the l., under an overhanging rock above the rubble slope, are the ruins of the stronghold of [1] Fragstein, which was built in the early middle ages for the protection of the defile.

After a short journey the gorge opens out, and here begins the [2] Prättigau, the most northerly valley of the Grisons. This valley, rich in forests, meadows and orchards, stretches in a S.E. direction to the glaciers of the Silvretta group, and is bounded on the N., towards the Montafon Valley, which belongs to the Vorarlberg, by the Rhätikon chain, with the Scesaplana as the highest elevation.

Seewis-Valzeina 596.4 mt.

The village of Seewis (3149 f.) lies in a sheltered position at the foot of the Scesaplana. It has a mild climate and is especially a spring and autumn health-resort. It is the birthplace of the poet J. G. von Salis (see Malans), whose grave may be seen in the churchyard.

Small carriage road to the hamlet of Valzeina (3839 ft., Kurhaus 4140 ft.), 3 m.

Post carriage from the station to the village, 2 m.

Three-quarters of an hr. from Seewis is the little health-resort of Fadära (3478 ft.).

[1] This castle had no need of a roof, being built under the projecting rock. Its wall blocked the whole passage of the valley, from Landquart, entrance to which could only be obtained by a fortified iron door. At one time half of the stronghold belonged by inheritance to the Lords of Toggenburg and half to Ulysses Salis of Marschlins, but how this was carried out seems not to be recorded, it would seem to be like the partition of a raw egg. A castellan, having abducted a peasant girl, was killed by her father who shot him from the opposite rock, entrance to the castle being impossible.

[2] In the Prättigau, as in some other parts of Switzerland, buildings were accustomed to be distinguished by an "Inschrift" (inscription) outside. The sentiment of these mottoes was often religious, sometimes comical or sarcastic, sometimes emphasising a truth or moral. A collection of such Inschrifts would be interesting. Later is given a translation of one on the school at Mombeil, another on a house at Klosters, a third on the br. at Schiers, and one outside the Museum at St. Moritz.

7.7 km. Taschinesbach br.

To the right the Schrankenbach is seen streaming forth from the Valzeina valley, and to the left the houses of the hamlet of Pardisla, below Seewis, straggle up the hillside. Further away in the same direction, cut off from the mountain by the boisterous Schmittenbach, on the other side of the adjoining valley, are the ruins of [1] Solavers, and the church of Fanas, up on the summit of a bare rock. Particularly interesting is the view back to the Grauen Hörner, which peers over the Klus from beyond Ragaz with the Piz Sol. Straight in front, lying W. of the St. Antönien Valley are the Kreuz, Kühnihorn and, farthest to the l., the Sulzfluh. For a few minutes the Madrisahorn is also visible.

Grüsch 633 mt.

A picturesquely situated village—deriving its name from a cross (crüsch) that once stood by the roadside—with old buildings, situated on the Taschinesbach, which the railway crosses shortly before reaching the station. It flows out from the gorge on the left. On the rivulet are extensive dams or dykes, constructed to restore cultivation to the frequently devastated bed of the valley.

Schiers 657.1 mt.

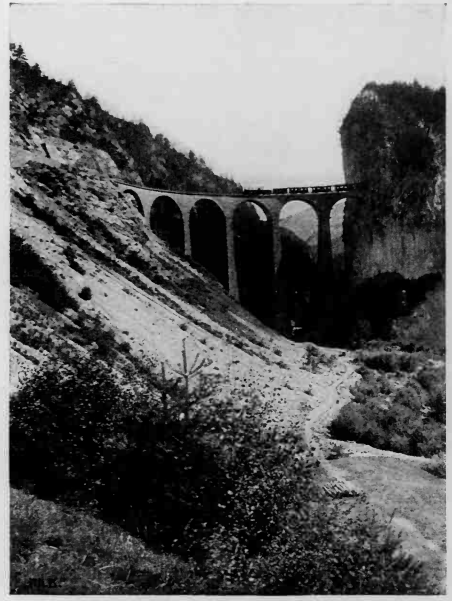
11.7 km. Schraubach br.

A large, pleasant [2] village of 1654 inhabitants with a well-known Evangelical educational establishment, in which are

[1] In this castle was born that Count of Toggenburg who was the last representative of the family. It was to avoid taking any side in the disputes arising from the division of his inheritance, he having left no will, that the peasants formed at Davos the League of the Ten jurisdictions (see p 10) 1436. It is said that the last holder of the Castle here (as in the case of Hohen Rhaetia) when he saw further resistance to the attack of the populace to be impossible, seated fully armed on his charger dashed over the precipice and so perished.

[2] Here the women took a leading part in defeating the Austrian forces. In recognition of which to this day the women go up first for the Sacrament and sit on the S. side in Church. The same is done for a like cause at Pleif in the Lugnetz valley (p. 68). On the br. across the river there is an 'Inschrift' which may be freely translated thus —

The heights and depths of life and land
Doth Time make straight and plain:
But Time doth speed; men understand
And work with might and main. *M. L. B.*



Page 53.

Landwasser-Viaduct, near Filisur

13.1 km. Landquart br.

combined a classical and a modern School with a higher technical department, and a teacher's training college.

13.6 km. Fuchsenwinkel tn. 225 mt.

The railway crosses the wild Schraubach flowing out of the valley on the l., and after a short time passes over to the l. bank of the Landquart river. Looking back, the Vilan, having on its slope the white houses of Seewis, is again to be seen; then the valley narrows to the so-called "Fuchsenwinkel" (foxes' hole), behind which the middle Prättigau begins.

Furna 718.6 mt.

The flourishing village of [1] Furna lies on the r. hand side, 2 hrs. walk above the station, at a height of 4462 ft., and commands magnificent views.

Carriage road from the station to Furna, $3\frac{1}{2}$ m.

To the l. up the valley the summit of the Casanna appears, while looking back; above the green mountain of Fanas, the peak of the Scesaplana may be seen.

Jenaz 726.2 mt.

Jenaz, the large village lying to the l. of the railway, is conspicuous on account of its numerous old weather-stained wooden houses. Like Grüsch and Schiers, the greater part of it is hidden among orchards.

Fideris 746.9 mt.

The village of Fideris (2963 ft.) lies to the r. of the railway, 1 m. distant, and [2] Bad Fideris (3465 ft.), with its alkaline iron waters and a Curhaus, rather more than two m. from the station.

20.1 km. Arleschbach br.

Post carriage between the station and Bad Fideris.

---

[1] Near here is the ravine of Dawo in whose dense forests, as elsewhere, tradition had it the "wilden Männli" (wild pygmies) lived. They were supposed to be sometimes friendly, sometimes hostile to the inhabitants but always mischievous, and many are the wild pranks attributed to them. The ringing of bells however always drove them away.

[2] The baths are first mentioned in 1464. Nearly a hundred years later the buildings were swept away and the spring filled up by the Ratschitsch. In the 17th century the baths became a favourite resort for nobles and prelates many guests being turned away in spite of others arranging to take baths by fours in the same compartment.

20.3 km. Landquart br.

21.2 km. Schanielabach br.

To the S. the Girenspitz and the Kistenstein, tower above the village. Immediately beyond Fideris the valley narrows down again to a magnificent, wooded, rocky gorge, at some parts of which the river had to be diverted to gain room for the railway line. To the l., high up on the precipice, is the hamlet of Putz, with the ruins of the old stronghold of [1] Castels, to the r., above the mouth of the Arieschbach, are the [2] Strahlegg ruins. The view into the valley on the r., with the br., is very beautiful. On coming out of the gorge the railway again passes to the r. bank of the Landquart. On the r. the road crosses the river by means of a wooden bridge. Near the hamlet of Dalvazza the wild Schanielabach, over which the railway passes, flows out of the valley to the l.

Küblis 812.8 mt.

[3] Küblis, the most important village in the middle Prättigau, five minutes to the E. of the station, lies at the entrance of the St. Antönien Valley with its two side-valleys of Partnun and Gafien.

Postal diligence from Dalvazza via Küblis to Luzein, Pany, Gadenstätt, St. Antönien, $7^1/_2$ m.

23.4 km. Truntobel viaduct

24.2 km. Saas tn. 88 mt.

Immediately beyond Küblis the railway, as well as the rd., which up till now have followed the course of the Landquart, begin to mount more abruptly, and soon arrive at a considerable height above the bed of the valley. To the l. rise the bare precipices of the Saas Calanda. High up to the r. are seen the church and houses of the village of Conters, beautifully situated on undulating land, above which rises

[1] This castle at one time belonging to the Lords of Aspermont and Vaz, was sold by Ulysses v. Marschlins to Archduke Sigismund of Austria. In the rebellion of 1622 the peasants, armed with cudgels and other implements forced the garrison to capitulate, but then sent them unhurt across the border. In spite of this clemency dire revenge was afterwards taken on the peasants. In 1649 they purchased their freedom and pulled down the castle three years later.

[2] This was the ancestral home of the family of Strahlegg, the only one with a German name to have a stronghold in the Prättigau valley.

[3] It is said that the village is built on the bed of a lake. If so, it must have been drained some centuries ago.

Page 54.

Filisur

24.5 km. Trittobel br.

the summit of the Casanna. In the foreground emerges a part of the Silvrettagroup, together with several peaks situated in front of it; to the l. the Canardhorn and the Weisshorn; behind them one of the Verstankla peaks and the Roggenhorn; in the background, to the r. of the Weisshorn, the Plattenhörner; then, nearer to the r., the Lawinenzughorn and the higher, elongated continuation of the same, the Gatschiefer.

On the mountain slopes to the l. stands the characteristic white church tower of Saas, the style of which is reminiscent of the towers in the Engadine. To the r. we have a succession of beautiful views across the valley, and of the streams running into it. The small ravines in the side of the valley are spanned by several brs.

Saas 938.4 mt.

26.2 km. Hexentobel br.

From [1] Saas station the pointed, snow-covered Piz Linard is seen among the summits in the foreground, by the side of the Plattenhörner.

26.5 km. Reutlandtobel br.

After passing the first br. beyond Saas one catches sight of the church tower at Klosters. Beneath us, to the r., and above the Landquart, we see the village Serneus. The Hexentobel and the Reutlandtobel, two ravines to the l., are crossed by fine viaducts.

Serneus-Mezzaselva 1031.5 mt.

28 km. Saaseralpbach br.

To the r. a carriage road leads down, to the village of Serneus with its quaint old wooden houses showing picturesquely among numerous fruit trees, and to Serneus Sulphur Baths,

[1] The village formerly lay higher up the valley. On Feb. 5th, 1689, a tremendous avalanche swept down the mountain side, making sad havoc behind the village. While the victims were being rescued a still greater avalanche fell and destroyed the village itself. There had been previously almost a fortnight of incessant snow which covered the mountains to a depth of at least ten ft. In the evening when some of the rescuers were returning to Conters they found on the opposite slope, more than a m. away, a babe unhurt in its cradle, and close by a basket of eggs intact. The rush of wind preceeding the avalanche had carried them through the air across the valley and river. The old village was the ordinary meeting place of the men of the Prättigau when contemplating rebellion.

the latter in a quiet, sheltered situation close to the Landquart. To the l. is the hamlet of Mezzaselva, visited as a small summer resort.

29.5 km. Grubenstutz br.

30.5 km. Schlappinbach br.

Almost at the extreme end of the ridge running eastward from the Casannaspitz, can be seen in the distance (more distinctly with field-glasses) a curiously shaped rock called [1] "Das Mannli". From a distance it resembles a man carrying a bundle of hay on his shoulders. Just beyond Serneus station is the viaduct over the Saaseralpbach which, coming from the gorge on the l., forms a roaring waterfall. The railway approaches it along a steep stone embankment high above the valley. To the r., the Klosters Valley, of which a good view is now to be obtained, makes an extremely pretty picture. This part of the valley has a luxuriant and swelling beauty, which rises into forest covered declivities above which show the bare, or white peaks of the upper world. A viaduct spans the Schlappinbach, which flows out of the Schlappintal. Close to the railway, on the l., stands an old watermill with its wheel.

Klosters-Dörfli 1127.2 mt.

[2] Klosters-Dörfli is frequented as a health-resort. Here the

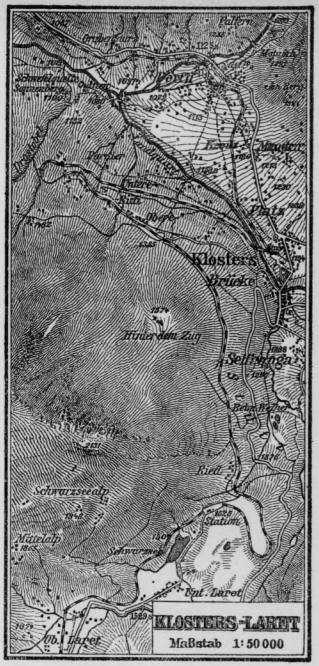
[1] According to the local legend, the Lord, one Sunday, found a man carrying hay, on his back, and asked him why he did so. The man told Him to mind His own business. As a punishment he became rigid and so has to bear his burden to the present day.

[2] The name is derived from the Premonstrant Cloister of St. Jacob existing here up to 1528.

Above the brook is a little stone house dated 1782 with an 'Inschrift' on either side of the door which translated reads thus: —

"Who builds his house along the street
The cavilling of fools must meet;
Wise people mind their own affairs,
Tis dolts who take on critics' airs.

Despise not me and mine,
View first thyself and thine;
If thou from every stain art free,
Then look down with contempt on me." *Pf. J. Hauri.*



valley opens out; to the r. is a beautiful view down the Prättigau. In the foreground, by the side of the Gatschiefer, appears the glittering, snowclad Pischahorn and, to the l. of the Canard, can be seen a part of the Silvretta Glacier. We travel in a wide curve, across a grassy plain dotted with houses, towards Klosters station. Conspicuous on the l. is the extraordinarily long, straight stone-built canal, which carries off the waters from the heights down to the Landquart, to prevent the washing away of mud and stones.

Klosters 1193.7 mt.

Station Restaurant. Official Inquiry Office.

The Commune of Klosters includes Klosters-Platz, Klosters-

32.8 km. Landquart br. 100 mt.

33.8 km. Wassertobel viaduct

35.2 km. Cavadürli Spiral tn. 334 mt.

38.1 km. Kohlries viaduct

Dörfli and Serneus (see p. 29), and is well known both as a summer and winter resort, and as the starting-point for mountain tours in the Silvretta group. It enjoys a mild climate, sheltered situation, and freedom from dust. It is also of importance as an intermediate station for Davos and the Engadine.

The view from the station is magnificent. Up the valley a part of the Silvretta Glacier is visible, in front of which stands the Canardhorn and the Weisshorn, to the r. of it the Gatschiefer and the Hörnli, to the l., forming the boundary of the Schlappintal, the Aelpeltispitz; further back the Schlappinerjoch, leading to the Vorarlberg, behind it the Madrisahorn with the St. Jacobshorn and the Bernethorn. The view down the Prättigau Valley is still most charming.

[1] Klosters is the principal station on this section. After the engine has been reversed, the train crosses to the S. (l.) side of the Landquart by an iron br. and proceeds first of all in the opposite direction (i. e., towards the lower end of the valley, but nevertheless with a continual ascent up the mountain-side of 45 ‰ gradient). In order to reach the high-lying pass between Klosters and Davos, the railway has to make a great sweep. The old post road, on the other hand, goes fairly straight up to the pass, leading to Davos, and is not at first visible from Klosters, because the Landquart valley towards the Sardasca Valley is the only way which appears to be open, the mountains being so much closed up one with another. On this part of the journey there is truly splendid scenery. The line proceeds among the mighty pines and beeches of the Rütiwald as far as the Drostobel. The view to the r. embraces that part of the Prättigau shortly before traversed, with the Madrisahorn and Saaser Calanda rising continually higher above it, and is well worth attention. To the l. again are seen the Piz Vilan and the Falkniskette, as well as, to the extreme l., the Furnaberg, above Schiers. In

[1] Klosters is a splendid centre for climbers of every degree, from the novice to the expert, all will find suitable excursions. Those with no experience of a glacier can obtain a fairly good acquaintaince with one by a long and safe walk from the Silvretta Club-Hut.

Photogr. Wehrli A.-G., Kilchberg-Zürich. Page 56.

Bergün and Piz d'Aela

a gap between them rises a part of the Churfirsten by the Wallensee. The railway turns back again by means of the Cavadürli spiral tunnel, and mounts in a S.E. direction through the Zugwald up to the Klosters Stütz. The view is now on the l. hand side. Almost the whole length of the Sardasca valley, with the Silvretta Glacier above it, is now visible. Upon the opposite side of the valley, to the l. of the Schlappiner Joch, the Madrisahorn and the Bernethorn are again to be seen; to the r. of them the Aelpeltispitz, the Schilt, the three-pointed Fergenhorn and the Sonnenrück. Especially fascinating from this point, however, is the view of the glacier-decked Silvretta group, the summits of which, as seen from l. to r. in the space between the Sonnenrück (l.) and the Canardhorn (r.), are named Schattenspitz, Rotfluh, Silvrettahorn, Egghorn, Signalhorn and Piz Buin, the latter rising above the level of the glacier. In the bed of the valley lies the hamlet of [1] Mombiel. At the Kohlries viaduct the line again passes above Klosters, but at a considerable height. We look down upon the valley with the Laret stream, upon Klosters and the hamlets belonging to it, Selfranga and Auje. Above the clearing in the wood at Riedloch the line again makes a short turn and then enters Laret station. Shortly before, to the l., opens out the Mönchalptal, above which the Pischahorn appears.

Laret 1524.8 mt.

The village of [2] Laret, which belongs to the Davos district, lies in idyllic surroundings close to the little lake (Schwarzsee) which is to be seen to the l. a little below the railway. The

[1] On the school house (an easy walk from K. station) there is a peculiar old Inschrift still existing though nearly obliterated. It is painted in black on two ordinary wooden beams which run through the wall and translated reads thus, —

" Through trouble and through sacrifice
And labour sweat of parents: may
Youth here to fullest blossom rise
Like shoots on tender laurel spray." *M. L. B.*

[2] This is the beginning of the Davos territory and here the people at one time set guards to prevent the entrance of persons from the Prättigau where the plague was raging.

42.8 km. Stützenbach br.

country here bears a strongly marked high-alpine character. The beeches in the valley near Klosters have given place to tall pines and larches. Below the Schwarzsee is seen the village of Lower Laret with the typical forest houses "Schwarzsee" and "Waldhaus." To the r. of the Mönchalptal stands the Hörnli and the Seehorn. The line now turns round into the small circular valley of Upper Laret, where there is always a great abundance of snow in winter. To the r. is the [1] alp of Parsenn, a much frequented ski-ing district, with Club Hut, and the barren [2] Todtalp.

Wolfgang 1633.3 mt.

At Wolfgang the railway reaches its highest point. The railway now descends again steadily, the gradient being 20 to 25 ‰ and passes through the Höhwald, a wood of larches and cembra-pines. Soon after leaving Wolfgang, there is a view of the Davos Lake through the trees to the r., and shortly the whole valley opens out, with Piz Michèl and the Tinzenhorn at its end. The view is extremely attractive. To the r. tower up the Salezerhorn and the grey limestone precipice of the Schiahorn, to the l. the Seehorn. The train now approaches the Lake of Davos. along the eastern shore of which the railway runs, first high above the level of the water, then gradually descending towards it. To the r., just above the lake, is the German Sanatorium. Shortly before Davos-Dorf is reached, we see on the l. the entrance to the Flüela valley, the pass route to the Engadine. Our view of this valley is closed by the Weisshorn. The wider parallel

[1] An alp strictly speaking is the highest mountain pasture. In the Winter the cattle are kept under cover in the villages, in early Spring they go out to the lower mountain pastures called Maiensäss (May pastures), and when the warm weather sets in the cattle go to the alps while the Maiensäss is preserved for hay.

[2] Once, so the story goes, a beautiful alp stood here, the pastures being so rich that the cows had to be milked thrice in a day. One day the owner wanting to gossip with her lover, but prevented by her pressing duties cursed the blessing that kept her so busy. That night a terrible storm came, in the morning there was only rocky desolation where the alp had been, and since then it has never again been green.

Photogr. Chr. Meisser, Zürich. Page 57.

Chanelletta Avalanche Gallery

valley, a little further on, is the Dischmatal, with the beautiful, glacier-decked Piz Vadret, the Scaletta Glacier, and the Schwarzhorn to the l.

Davos-Dorf 1562.9 mt.

[1] Davos-Dorf, at the foot of the Schiahorn, close to the lake, is, like Davos-Platz, a largely frequented health-resort and winter sport centre.

Postal diligence connection over the Flüela Pass to the Engadine (see Davos-Platz).

The railway continues along the r. side of the embanked Landwasser to Davos-Platz, the slender, lofty church steeple of which appears amidst numerous imposing buildings.

Davos-Platz 1543.5 mt.

Official Inquiry Office.

For information about [3] Davos-Platz as a world-renowned health and winter sport resort, the reader is referred to the various guide-books, etc. The visitor is struck at once with the situation of the place. From the station itself a circle of mountain peaks is visible. Down the Landwasser Valley, in front of the already mentioned summits of Piz Michèl and the Tinzenhorn, we see the Muchetta near Filisur. On the E. (l.) side of the valley are the Jacobshorn, the Jatzhorn, and the Seehorn with the Hörnli rising above it. On the W. we see the Alteingrat, the Kummerhubel, the Küpfenfluh, the two Schiahorns and the Dorfberg or Salezerhorn.

Inquiry Office and office of the Kurverein, 23, The Promenade.

---

[1] Davos, the Romanisch for 'behind,' is a word often met with.

[3] 'Villa Vechia' near the Dorf was the home of the ex-pastor J. Jenatsch, afterwards soldier and diplomate the house has however been greatly altered with balconies and other additions. Hotel Seehof is the former 'Grosse Haus' belonging to the Von Sprecher family, now three times its original size.

[5] The Rathaus parlour dating from 1564 is of great interest. It contains the old wolf net, banners, weapons and numerous old historic relics of the Prättigau. The immense tile stove, a beautiful work of art dates from the 16th cent. This was the old hall where the Zehngerichtenbund held its sessions. The slender Church tower a notable feature both in the scenery and of past civic life, dates from the 17th cent.

Postal diligence routes: Via Davos-Dorf to the Flüela-Hospice, Süs (branch to Samaden 21 m., see p. 61) Lavin, Giarsun (connection to Guarda 1.5 m.), Ardez (connection to Fetan 3.9 m.), Tarasp (Vulpera), Schuls 31.3 m., with connection to Sent and Val Sinestra 2 m.; Strada, Martinsbruck, Nauders (Mals, Meran), Pfunds. Landeck 43.3 m.

To Clavadel nearly 2 m., and from here carriage road to Sertig-Dörfli. Funicular railway to the Schatzalp (6116 ft.).

Davos is the natural terminus of the line from Landquart.

50.6 km. Landwasser br.

The continuation to Filisur represents the indispensable connecting link between it and the Albula line, and at the same time is the shortest route between the Prättigau and the Engadine.

52.8 km. Landwasser br.

The line from Davos to Filisur is constructed entirely along the valley of the Landwasser and is distinguished by striking changes of scenery. Shortly after leaving Davos the railway crosses the Landwasser by an arched stone br. and proceeds along an embankment close to the l. bank of the river, regaining the r. bank by an iron br. just before reaching Frauenkirch.

Frauenkirch 1508.1 mt.

55.4 km. Landwasser br.

This beautiful village is situated at the foot of the Kummerhubel and opposite the entrance to the Sertig valley, in which is visible Bad Clavadel lying at a considerable height above the valley, overshadowed by the Jacobshorn and Jatzhorn. Frauenkirch also is frequented as a summer resort.

The Alpine huts, many of which are scattered about the surrounding heights, give a characteristic and picturesque appearance to the landscape. On the r., above the Kummatal through which passes the path from Frauenkirch over the Mayenfelder Furka to Arosa, is visible the deeply-scored peak of the Furkahorn.

Glaris 1457.5 mt.

56.6 km. Br. over the Landwasser

57 km. Rieberbach br.

57.1 km. Leidbach br.

58.1 km. Tavernazug tn. 318 mt.

Glaris with its old wooden-roofed church is a not unimportant village. A little above the station the railway passes through the pleasantly situated and sheltered Spinabad, which is also in request as a climatic health-resort on account of its sulphur springs.

Post carriage to Monstein 3.6 km.

From here the valley, which hitherto has been generally broad, contracts and descends gradually. Both the tns. here

Photogr. Wehrli A.-G., Kilchberg-Zürich. Page 58.

Windings of the Line, between Bergün and Preda

59.1 km. Rutschtobel tn. 200 mt.

were constructed chiefly on account of the numerous heavy avalanches which descend in the spring.

Schmelzboden-Monstein 1350.1 mt.

60.4 km. Monsteinerbach br.

60.7 km. Viaduct 66 mt. 11 mt. high

60.8 km. Eistöbeli tn. 241 mt.

61.5 km. Silberberg tn. 964 mt.

62.1 km. Brombenz tn. I 113 mt.

62.2 km. Brombenz viaduct over the Landwasser and the rd. 23 mt. high 45 mt.

62.4 km. Brombenz tn. II 232 mt.

63.3 km. Bärentritt tn. 968 mt.

63.8 km. Brückentobel br.

64 km. Wiesen tn. I 450 mt.

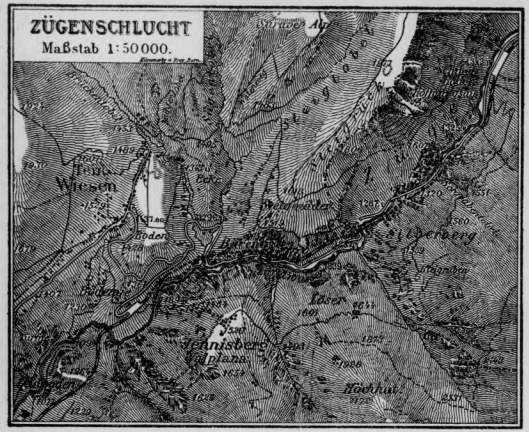
64.2 km. Trögjeschlucht br.

64.3 km. Wiesen tn. II 96 mt.

The house which, together with an inn, is situated here in the gorge of the Landwasser not far from the railway, is called Schmelzboden-Hoffnungsau (the "Hope of the Smelting Ground") and belongs to the Commune of Monstein. It is an old smelting-place and in 1848 was the last of the mines on the Silberberg from which lead ore was extracted. Monstein itself lies at a height of 5328 ft. in a sunny place on the r. hand slope of the Monstein valley.

Here commences the most interesting part of the stretch of line which runs through the Züge, as the gorge to which the valley contracts is called. The Züge holds its own in point of wild romantic beauty with the most renowned natural features of Graubünden. The road which runs along it was formerly used by the post and is one of the most beautiful of its kind. Even now that the post traffic is taken over by the Rhaetian Railway the rd. is not likely to be deserted, for it will always attract the lover of Nature, especially as, owing to the many ravines and rocky spurs which intersect the ground, the railway had to be, for the most part, carried through tns. In spring the rd. is frequently closed by avalanches and has been the scene of many fatal accidents. However, the journey by train is one of great charm. Between the various tns. views of the most unique grandeur of the wild and rocky gorge and the Landwasser roaring in the depths below, successively present themselves.

There is a specially interesting place near Brombenz where the railway line crosses both Landwasser and road on an immense viaduct, to disappear again immediately into the rocks on the right bank. The succeeding tns., before the station of Wiesen, are separated from each other only by a short br. What an enormous amount of human labour has been expended on the construction of these tns., which are passed through so easily in commodious carriages!



Wiesen 1200 mt.

64.9 km. Wiesen viaduct over the Landwasser 88 mt. high 210 mt.

The splendidly situated health-resort of Wiesen lies in a sunny and sheltered situation at a considerable height above the railway, from which it is not visible. It is connected with the station by a new carriage-rd. built by the Rhaetian Railway. A second rd. proceeds across a stone br. (262 ft. high) visible on the l. hand, to the village of Jennisberg (4771 ft. high).

65.4 km. Mädje tn. 250 mt.

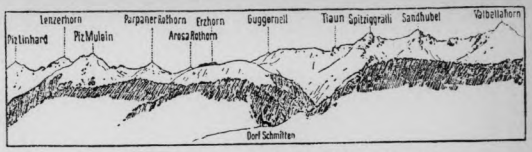
Post carriage to the village of Wiesen 3.2 km.

66.5 km. Cavia tn. I 24 mt.

66.6 km. Cavia viaduct 23 mt. high 137 mt.

66.8 km. Cavia tn. II 66 km.

The station of Wiesen lies in a magnificent large rocky hollow, to which an effective background is formed by the Muttnergrat and Piz Curvèr. Directly after leaving the station the railway crosses to the l. bank by means of the Wiesen viaduct. This immense br., which is one of the largest built with stone in Europe, carries the line at a height of 289 ft. above the foaming river. If, even with this altitude, it is



Sandhubel Chain towards the Greifenstein spiral tn., above Filisur

67.0 km. Schönboden tn. 235 mt.

67.4 km. Buel tn. 52 mt.

67.45 km. Pflanzgarten brs. I. 1.29 mt. high 30 mt.

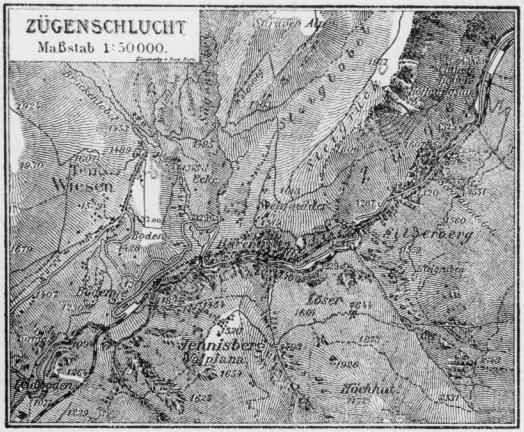
II. 31 mt. high 16 mt.

some three ft. less in height than the Solis br. over the Albula (p. 51), it nevertheless far surpasses this latter both in its total length of 689 ft. and in the size of its central arch, which has a clear span of 180 ft. Built of squared stone, this enormous arch stretches lightly and almost gracefully across the yawning gorge. Unlike the round arches of the Solis viaduct, which rest upon abutments in the rocks, it is supported by lofty piers of built up masonry and is continued towards Wiesen by four, towards Filisur by two, more arches each of 65 ft. span. The structure itself fits in so well with the natural surroundings, which have supplied its material, as to become part of them; so that the swift passage over the bridge gives little other impression than that of its tremendous height.

The valley here again becomes broader and less wild, with extensive woods as well as meadows dotted with Alpine huts. Looking backwards, on the r. appears the pleasant village of Wiesen on an elevated green terrace. Looking forward is visible on the r. the Spitziggrätli showing above the Tieftobel, while down the valley flashes up the snow-covered Piz Beverin. The pointed church steeple of the village of Schmitten (4278 ft.) appears above the slopes on the r., then a short glimpse of the Landwasser viaduct can be snatched, and suddenly the whole of the Albula valley opens out. Along this valley the greater part of the route of the Albula Railway coming from Thusis can be followed until it forms a junction with the Davos line at Filisur.

Filisur 1083.5 mt. (p. 54)

INTENTIONAL SECOND EXPOSURE



Wiesen 1200 mt.

64.9 km. Wiesen viaduct over the Landwasser 88 mt. high 210 mt.

65.4 km. Mädje tn. 250 mt.

66.5 km. Cavia tn. I 24 mt.

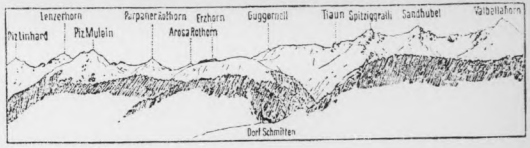
66.6 km. Cavia viaduct 23 mt. high 137 mt.

66.8 km. Cavia tn. II 66 km.

The splendidly situated health-resort of Wiesen lies in a sunny and sheltered situation at a considerable height above the railway, from which it is not visible. It is connected with the station by a new carriage-rd. built by the Rhaetian Railway. A second rd. proceeds across a stone br. (262 ft. high) visible on the l. hand, to the village of Jennisberg (4771 ft. high).

Post carriage to the village of Wiesen 3.2 km.

The station of Wiesen lies in a magnificent large rocky hollow, to which an effective background is formed by the Muttnergrat and Piz Curvèr. Directly after leaving the station the railway crosses to the l. bank by means of the Wiesen viaduct. This immense br., which is one of the largest built with stone in Europe, carries the line at a height of 289 ft. above the foaming river. If, even with this altitude, it is



Sandhubel Chain towards the Greifenstein spiral tn., above Filisur

67.0 km. Schönboden tn. 235 mt.

67.4 km. Buel tn. 52 mt.

67.45 km. Pflanzgarten brs. I. 1.29 mt. high 30 mt.

II. 31 mt. high 16 mt.

some three ft. less in height than the Solis br. over the Albula (p. 51), it nevertheless far surpasses this latter both in its total length of 689 ft. and in the size of its central arch, which has a clear span of 180 ft. Built of squared stone, this enormous arch stretches lightly and almost gracefully across the yawning gorge. Unlike the round arches of the Solis viaduct, which rest upon abutments in the rocks, it is supported by lofty piers of built up masonry and is continued towards Wiesen by four, towards Filisur by two, more arches each of 65 ft. span. The structure itself fits in so well with the natural surroundings, which have supplied its material, as to become part of them; so that the swift passage over the bridge gives little other impression than that of its tremendous height.

The valley here again becomes broader and less wild, with extensive woods as well as meadows dotted with Alpine huts. Looking backwards, on the r. appears the pleasant village of Wiesen on an elevated green terrace. Looking forward is visible on the r. the Spitziggrätli showing above the Tieftobel, while down the valley flashes up the snow-covered Piz Beverin. The pointed church steeple of the village of Schmitten (4278 ft.) appears above the slopes on the r., then a short glimpse of the Landwasser viaduct can be snatched, and suddenly the whole of the Albula valley opens out. Along this valley the greater part of the route of the Albula Railway coming from Thusis can be followed until it forms a junction with the Davos line at Filisur.

Filisur 1083.5 mt. (p. 54)

Landquart to Chur, Thusis, St. Moritz and Pontresina.

The journey from Landquart to Chur lasts from 26 to 30 min.; from Chur to Thusis, for ordinary trains, about 1 hr., for fast trains 50 to 55 min.; to St. Moritz, for ordinary trains about $4^1/_4$ hrs. for fast trains 3 to $3^1/_2$ hrs.

The speed of the trains between Landquart and Thusis is from 36 to 40 km. an hr., average and highest speed respectively. From Thusis to Filisur the trains travel at the rate of 30 to 50 km. an hr. (downhill 37 to 40 km.); from Filisur to Preda 20 to 40 km. (downhill 26 to 30 km.); in the Albula tunnel 36 to 40 km.; and from Spinas to St. Moritz 28 to 30 km.

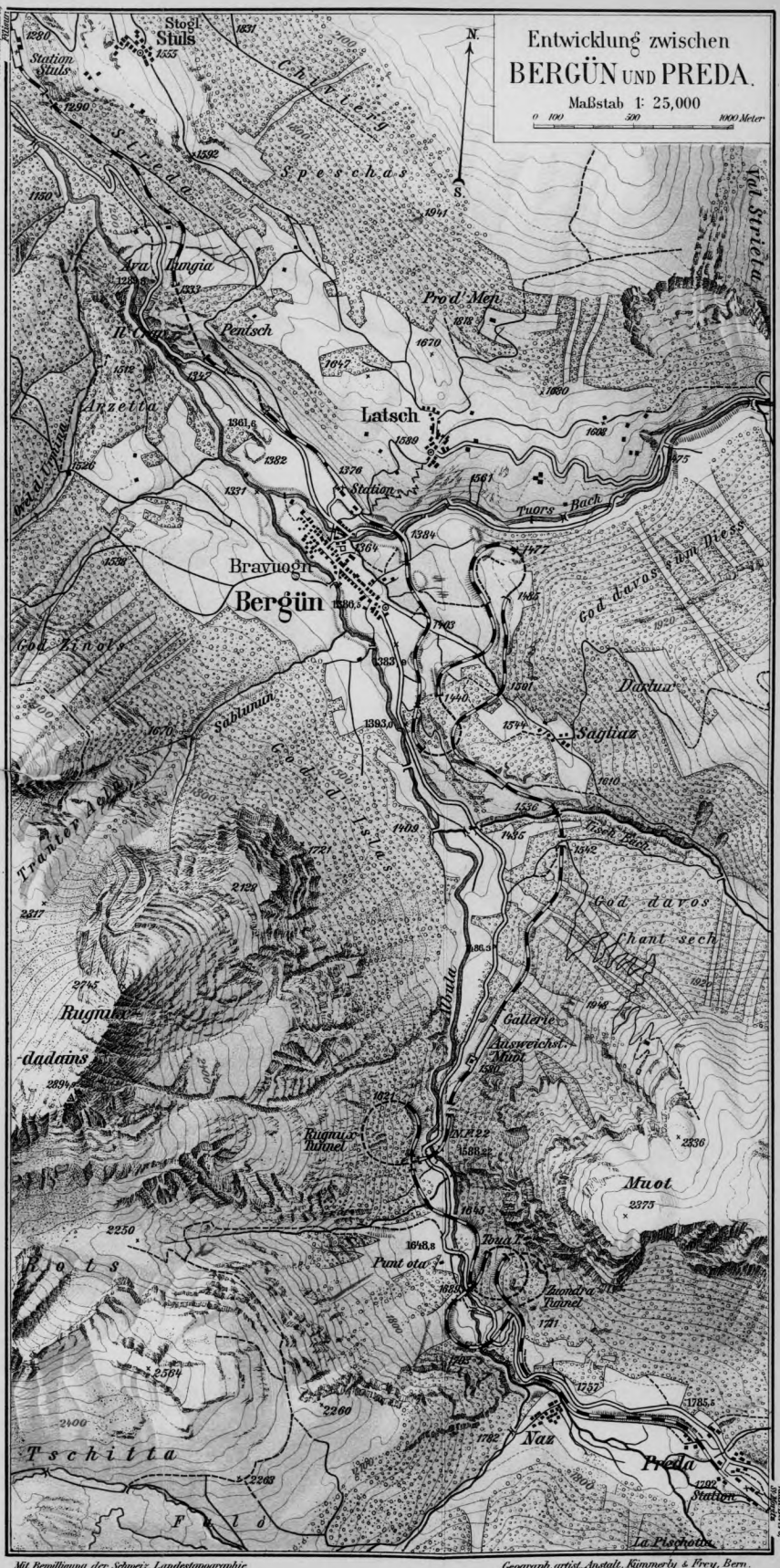
Landquart 526.7 mt. (p. 23).

The train proceeds along the fruitful Rhine Valley, which from this point, where the Landquart flows into the Rhine, as far as Chur, bears the name of V Dörfer (5 villages). It is enclosed by the far reaching mass of the Calanda on the W., and the spurs of the Hochwang chain on the E. The line recedes from that of the Federal Railway and climbs towards the village of Igis, hidden among orchards. To the l. is the Plantahof, the Cantonal School of Agriculture, shortly before reaching Igis station the Landquart Paper Mills are passed and, somewhat higher up, [1] Marschlins Castle with some still well preserved rooms dating from the middle ages (p. 24).

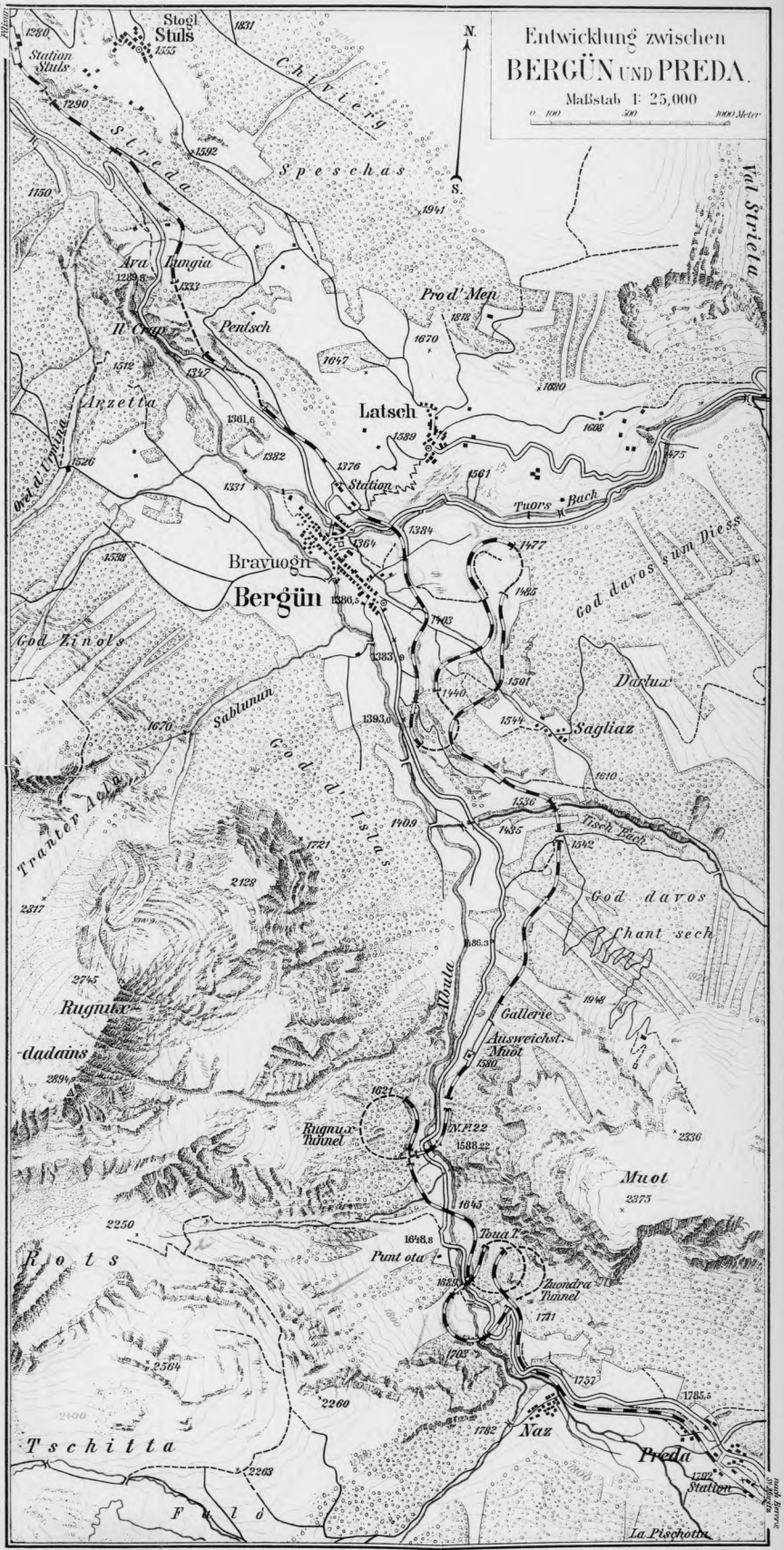
Igis 526.3 mt.

The line again approaches that of the Federal Railway and runs alongside it for a short distance. The two little churches on the steep mountain slope on the other side of the Rhine belong to the Catholic-Protestant parish of Mastrils.

[1] Between the neighbouring castles of Marschlins and Falkenstein there was an underground passage.


Entwicklung zwischen
BERGÜN UND PREDA.
Maßstab 1: 25,000
0 100 300 1000 Meter
N.
S.
Stogl: Stuls
Station Stuls
Schmelzboden
Chavtieng
Speschas
Ara Lungia
Pentsch
Prod'Mey
Val Strieta
Arzetta
Latsch
Station
Tuors Bach
Brayuogn
Bergün
God davos Dies
Dischma
God Zinols
Sablunun
Saglianz
God davos Lias
Tratter Alp
Rugnux dadains
Rugnux Tunnel
Rivella
Gallerie
Ausweichst. Muot
Muot
God davos Chant sech
Punt ota
Tonal
Zuondra Tunnel
Naz
Preda
Station
Tschitta
Fuld
La Plschotta
Mit Bewilligung der Schweiz. Landestopographie
Geograph. artist. Anstalt, Kümmerly & Frey, Bern.

INTENTIONAL SECOND EXPOSURE



Mit Bewilligung der Schweiz. Landestopographie

Geograph. artist. Anstalt, Kümmerly & Frey, Bern.

Photogr. Chr. Meisser, Zürich. Page 61.

Samaden

Zizers 534 mt.

5.3 km.
Br. over the
Fed. Ry.

Zizers, a large, pleasant village, with Falkenstein Castle and ruins, is the chief place in the V Dörfer district. The recently restored castle in the village now serves as a Home for aged Roman Catholic priests.

The Federal station lies to the S. of that of the Rhaetian Railway, which now crosses the Federal line by an iron br., and from here to Chur continues to run parallel with it on the side nearest the Rhine.

Untervaz 539.9 mt.

The village of Untervaz lies on the other side of the Rhine at the foot of the Calanda. Here is the entrance to the wildly romantic Cosenz or Rappen Tobel, in which a mountain path leads to the strange castle ruins called the [1] Rappenstein or Gipsschlössli. Upon a hill on the other side of the Rhine are the ruins of the [2] Neuenburg castle.

Trimmis 544.6 mt.

9.1 km.
Maschänser
"Rüfe" br.

Behind Trimmis (named from the triple-peaked heights) to the l. are the ruins of the stronghold of Ober-Ruchenberg. situated between two terrible ravines, in the [3] Scalära-Tobel.

Haldenstein 565.7 mt.

Haldenstein is picturesquely situated on the opposite bank of the Rhine. The Castle of the Counts von Salis, surrounded

---

[1] Near by, hidden in a ravine, is a grotto probably used as a refuge, and purposely made very difficult of access, while it is more so now owing to falls of rocks.

[2] Built in the 9th cent. this castle had a three cornered tower, seven stories high. An earth-quake in 1787 loosened some of the rock which fell with the buildings upon it.

[3] According to the legend this Tobel is inhabited by the ghosts of persons who lived in Chur (no others being considered worthy) and misconducted themselves in life without being found out. Here each is condemned to a "punishment to fit the crime" as exact as that arranged by a famous Mikado of Gilbertian fame, thus the butcher who sold cow for ox-flesh is doomed to be always correcting the account books, the deceiving advocate bakes his tongue, etc.

by a wall, attracts attention while above the village lie the [1] Haldenstein and [2] Lichtenstein ruins.

The cloister-like little church and the houses on the l. belong to the hamlet of Masans, which forms a part of Chur. Farther along, on the same side, at the foot of the Montalin, is the Lürlibad, which also belongs to that town. On the edge of the wood is the Waldhaus Cantonal Lunatic Asylum and Hospital.

Chur 587.5 mt.

Restaurant (1st, 2nd and 3rd class). Official Inquiry Office.

14.6 km. Plessur br.

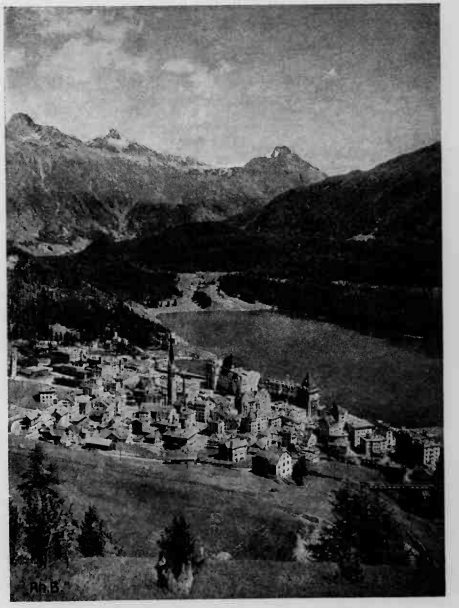
[3] Chur, the capital of the Canton of the Grisons, terminus of the Federal Railway, and the central station of the Rhaetian Railway system, lies on the Plessur, 2 km. from its mouth, in a grand and well sheltered recess of the broad valley of the Rhine. To the E. the Montalin mounts steeply upwards, the lower declivity of which, the Mittenberg, is immediately behind the town. To the S. is the thickly wooded Piz Okelberg. Between these two, one sees, looking from the station towards the S.E., the Rabiusa and the Plessur gorges. In the W. towers the massive Calanda, whilst beyond, and further above

[1] Its final destruction is said to have happened thus. The Castellan noted a herd of swine, that when one of the animals being hurt squealed all the others came together to its assistance. He remarked that if the peasants did the like the lords would not be safe in their castles. A swine-herd noted the remark which he told to others whereupon, the peasants acted on the suggestion, attacked the castle which they burnt, and hunted the owner out of the country.

[2] Between these two castles was a grotto which was firmly shut in by a wall having a door, but it is uncertain whether this was a refuge, or part of an older castle. Medicinal water dropped from the ceiling so water had not to be provided. Many of these old castles seem to have had a refuge for the Castellan in case of necessity.

Lichtenstein was inhabited by a noble who in the 14th cent. went to the Tyrol near Botzen, and founded the existing Principality there (p. 11) a descendant had some of the stones of this castle taken to Vienna for a house he was building.

[3] In the museum is a quaint bed used by the hero of Grisons, J. Jenatsch, besides bridal crowns and costumes formerly worn by the peasants, house and farm implements of olden days, with a relief map of Grisons, and good collections of the minerals, crystals and stuffed animals from the Canton.



Photogr. Wehrli A.-G., Kilchberg-Zürich. Page 62.

St. Moritz

the valley of the " Vorder-Rhein," a splendid circle of mountains, including Piz Mundaun, is visible. In the N. we see the imposing Falknis and the bulwark of the mostly snow-clad Scesaplana. Here on the sunny slopes of the Rhine valley thrive excellent wine producing vineyards. The mild climate, which Chur owes to its position, makes it especially suitable as a spring and autumn resort, as well as an intermediate station for the higher Alpine health-resorts. Its wealth of historic monuments, and many antiquities well worth seeing, make it, the ancient Curia Rhaetorum of the Romans, a place of great interest.

Postal diligence connections: Through the Schanfigg to Maladers, Castiel, St. Peter, Langwies, Rüti, Arosa (Maran), Inner Arosa, 19 m.

To Malix, Churwalden, Parpan, Lenzerheidsee, Lenzerheide, Lenz, Tiefenkastel (see p. 52), 18 m.

To Araschgen, Passug, Ausser and Inner Praden, Tschiertschen, $8^1/_2$ m.

Inquiry Office (Central Office of the United Public Interests Associations of the Canton of the Grisons), Grabenstrasse, near the Fontana monument.

After leaving Chur station the Railway crosses the Plessur and travelling up the broad, open Rhine Valley, near Felsberg station approaches the Rhine.

Felsberg 572.5 mt.

The village of Felsberg, where there was a landslip in 1843, lies on the opposite side of the Rhine, at the foot of the Calanda. It is continually threatened by falling rocks.

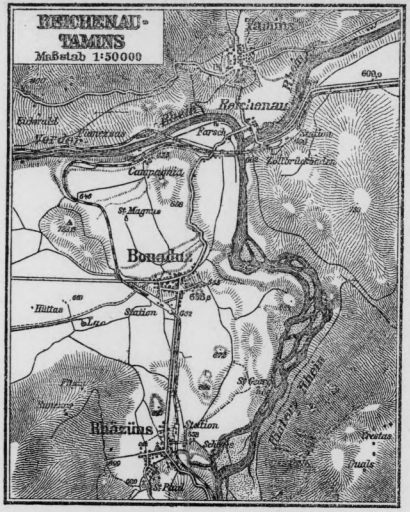
Conspicuous farther on, in the bed of the valley, are the peculiar dome-shaped hillocks, thought to be terminal moraines (debris) of the great Rhine glacier that once covered this region. They are sometimes crowned with chapels and country-houses, adding a characteristic effect to the scenery.

Ems 584.4 mt.

[1] Ems is a large village, with old church and chapel, on two moraine-hillocks.

In the background, up the valley, the mountains of the Grisons Oberland, the Signina group and the Brigelser Hörner, are visible.

[1] Here a girl Maria Bühler acted as a Swiss Joan of Arc by leading the soldiers against the French invaders in 1799.



Reichenau-Tamins 607.5 mt.

Station Restaurant.

The village of [1] Reichenau is charmingly situated at the confluence of the Upper and Lower Rhine, while Tamins lies

[1] The confluence of the rivers can be best seen from the gardens of the Château, admission to which is most kindly allowed. At the end of the 18th cent. the Château was used as a school, and here in 1793 a young man presented himself, arriving on foot with only a stick and bundle. Giving a letter of introduction, he was appointed usher under the name of Chabot, giving lessons in French and Mathematics. This was the Duc de Chartres, afterwards the king Louis Philippe, seeking concealment from the French. His room and souvenirs are still shown to visitors by the courtesy of the Planta family to whom the property now belongs.

24 km.
Hinter-Rhine br. 152 mt.

above the left bank of the combined river at about 10 min. distance.

Here the Rhaetian Railway branches off to Ilanz and the Grisons Oberland (see p. 66).

Postal diligence to Tamins, Trins, Trinsermühle, Flims (connection to Ilanz, see p. 69) and to [1] Waldhaus-Flims, $8^1/_2$ m.

From the br. across the Hinter-Rhine, a little way beyond Reichenau station, a splendid view may be obtained, on the r., of the confluence of the Vorder- and Hinter-Rhine, as well as of Reichenau Castle, which stands on a high rock.

The railway now ascends in a broad sweep to the W., and for a considerable time enables us to see on the r. the line to Ilanz. It then turns S. through a cutting. The gradient is 25 ‰ until the level of the high plain by Bonaduz is reached.

Bonaduz 662.1 mt.

The prosperous village of [2] Bonaduz was almost destroyed by an outbreak of fire on the 11th of July 1908, scarcely a single house being spared. The Swiss people immediately seized upon the occasion to provide practical help, and not only aided the first pressing wants of the inhabitants but also supplied the means for the rebuilding of the place. Nevertheless, the consequences of the destructive fire are not yet entirely eradicated; the traveller can perceive, from the newness of the buildings, the alteration which has taken place in the village. Its complete restoration to its former flourishing condition is to be hoped for.

The terrace-formed country around Bonaduz and Rhäzüns, with its chapel-crowned hills and its magnificent circle of mountains, is of great scenic beauty. Southwards, in the background, may be seen Piz Curvèr, to the N.W. the Vorab,

[1] Flims is a unique Health Resort, situated on part of the prehistoric landslip. Below it is the Cauma lake with water of a marvellous blue colour and a warmth which allows bathing for nearly half the year, while all around are woods and dells of great beauty. Above, it is dominated by the Segnes range where the Martinsloch is to be seen, through which the sun only shines twice a year on the steeple of Elms Church in Canton Glarus. It is a centre of great interest.

[2] The name signifies "bread for all."

The Domleschg from Rothenbrunnen-Cazis.

near Ilanz, and the Flimserstein, at the foot of which the houses of Fidaz, near Flims, are visible. To the l., on a forest-wreathed hill above the Hinter-Rhine, is the picturesque [1] St. George's Chapel, celebrated on account of its mediaeval mural paintings. A little further along, on the same side, towers the imposing and picturesque [2] Castle of Rhäzüns.

Rhäzüns 657.6 mt.

The valley contracts here to a narrow gorge, through which the Rhine flows, and also the railway passes over a specially built-up track, in order to enter the fruitful valley of the Domleschg, with its numerous castles. To the r. rises the far-stretching Heinzenberg, while to the l. we see the Rhine, the valley and the slopes of the Domleschg. Looking back to the l., we obtain an excellent view of the Ringelspitze, which remains visible for a long time. High above the valley at the foot of the Dreibündenstein is the village of Feldis,

[1] St. George, the Dragon slayer, is said to have preached on this spot, to which his horse once leaped when the saint was being pursued by the devil; in the stress of the leap the horse shed all four shoes.

[2] This is said to have been built by Rhätius who also built Hohen Rhætia (p. 49) one being at the entrance and the other at the egress of the Domleschg, the family died out 1459. Here lived Baron Heinrich who helped in founding the Grey League and later deserted to form the Black League. When eventually defeated, the peasants condemned him to be executed at Valendas, but he was saved through the wit of an old retainer. This man urged the peasants to allow the Baron once more to feast them at his expense before he died. Then when all had feasted, while the wine passed round, he went to each and represented how kind his lord had been to them formerly and what they had benefited from his noble family. Thus he persuaded them to rescind their vote for the execution next day.

and a sharp, rent, pillarlike rock on the other side of the Rhine is distinguished by the ruins of [1] Nieder-Juvalta.

Rothenbrunnen 625 mt.

Rothenbrunnen is a health-resort with an alkaline-iodine iron spring, and enjoys a well-earned reputation among physicians and the public as a "children's spa."

Postal diligence connection on the right bank of the Rhine to Tomils, Ortenstein, Rodels and Rodels-Realta station, $4\frac{1}{2}$ m. Via Tomils to Scheid, Feldis $7\frac{2}{5}$ m. (suspended in winter).

From Rothenbrunnen station can be seen to the l. the Faulenberg, the Stätzerhorn — called the Rigi of the Grisons —, and Piz Danis. On the opposite bank of the Rhine the ruins of Ober-Juvalta Castle are visible; a little further on, [2] Ortenstein Castle (well preserved) and St. Lorenz Church on rocky hills. Farther on, by Paspels, are the ruins of Old Sins, and New Sins or Canova, which had a round tower. The railway runs along the Rhine embankment, the river here having been artificially straightened.

On the opposite bank one sees Rodels and, above it, [3] Rietberg Castle, known to readers of Conrad Ferdinand Meyer's "Jürg Jenatsch." On the slopes of the Heinzenberg, to the r., are the villages of Rätisch, Luvreu, Präz, Dalin, and Sarn.

Rodels-Realta 643 mt.

Post connection to Rothenbrunnen (see above) and along the r. bank o the Rhine to Fürstenau, Sils in the Domleschg, (see p. 50) $3\frac{3}{3}$ m.

From the station a br. 197 ft. long leads across the Rhine

[1] In 1194 this castle went to the Bishopric of Chur. Fortunatus the warrior, historian and diplomate resided here. The Lords of Juvalta are still living in Grisons.

[2] This castle was destroyed in the defeat of the Black League by the Grey, and was the only one in the Domleschg allowed to be rebuilt. The noted Johann Travers, soldier and statesman, who at the age of 70 became pastor at Zutz to teach Reformation principles, lived here.

[3] Here Pompejus Planta was killed, in his own house, by his opponent Jenatsch, with an axe with which his son afterwards killed the murderer, during carnival revels.

to the villages of Rodels (Voneschen), [1] Fürstenau, with dominating castle of the same name, and [2] Scharans.

The journey continues through the formerly flooded lands of the Hinter-Rhine. These are gradually being regained for cultivation by a systematically carried-out correction of the river, and the application of fertile mud brought from the wild Nolla, $2^1/_2$ m. distant. To the r., on the road, is the large Cantonal Reformatory of Realta.

Cazis 660.9 mt.

Postal diligence to Sarn and Präz on the Heinzenberg, 5 m.

Shortly before Cazis there opens out on the E. (to the l.) a particularly fine unobstructed view of the broad valley with its castles and strongholds and its villages adorned with orchards. To the S., the direction in which we are travelling, is the Schyn Gorge (into which the train enters later on), dominated by Piz Michèl. To the r., in the S., is the snow clad Piz Beverin, and in the N. the Ringelspitz and the Trinserhorn.

In front of Thusis, high up on the r., lies the hamlet of Masein with [3] Tagstein Castle; to the l. are the ruins of [4] Ehrenfels and the romantic stronghold of [5] Hohen-Rhätien (p. 49).

On the l. is a large calcium-carbide factory, which obtains its water-power of 5000 HP. from the Via Mala by a main 7218 ft. long.

[1] This was built by the Bp. of Chur with the assistance of the peasants to defend the neighbourhood from robbers.

[2] The village where J. Jenatsch was at one time pastor.

[3] The ruins are scarcely distinguishable from the rocks on which they stand and which surround them.

[4] The castle was inhabited to the 17th cent. A legend tells how a man having permission to gather stones here, found a store of hazel nuts some of which he took for his children to play with, which turned into gold. Coming with a companion for more they disappeared into the earth.

[5] The last Castellan here is said to have died similarly to the last of Solavers (p. 26).

Photogr. Wehrli A.-G., Kilchberg-Zürich. Page 64.

Tarasp Castle

Thusis 700.5 mt.

Station Restaurant. Official Inquiry Office.

41.6 km.
Hinterrhein br.
238 mt.

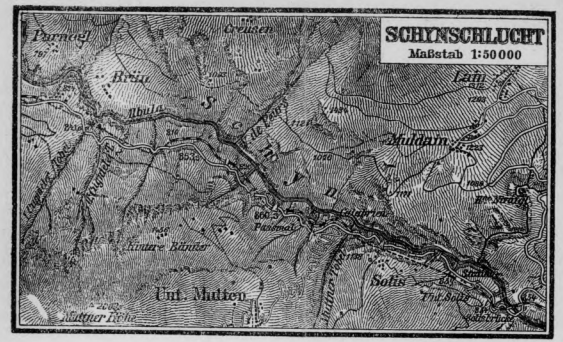
The market-town of Thusis, with 1300 inhabitants, altitude 2369 ft., is situated above the railway in a sheltered valley hemmed in on all sides by high mountains. It is frequented both as a summer resort and as an intermediate station for the Alpine health-resorts of the canton, as well as the starting-point for the celebrated Via Mala ravine, at the entrance of which it is situated.

The Castle of Hohen-Rhätien or Hoch-Realta crowns the rock which forms the entrance to the Via Mala, at a height of 807 ft. above the river. Among the ruins is the Chapel of St. Johann (now also itself in ruins), the oldest church in the valley.

Postal diligences: Through the Via Mala to Rongellen, Zillis, Andeer (connection with Outer and Inner Ferrera, Campsut, Cröt, Avers-Cresta, 13½ m.); to [1] Bärenburg, Sufers, Splügen (connection with S. Bernardino, Mesocco, 25 7/10 m.), to Chiavenna 41 3/5 m. To Flerden, Urmein, Upper- and Lower-Tschappina, 6 m.

Beyond Thusis the line becomes a true mountain railway. It first of all makes a wide sweep, from which, and this time from a greater height, we have once more a splendid view of the Domleschg, together with the Ringelspitze, the Flimserstein and a part of the Segnes group in the background. The Rhine is now crossed — below where the Nolla flows into it — by means of an iron br. 262 ft. long and 79 ft. above the river. In addition to the iron structure itself, there are stone arches which bring the total length of the br. up to 781 ft. To the r. one catches a momentary glimpse of the Rhine as it leaves the Via Mala. The view looking back on Thusis, the Beverin group and the Heinzenberg, is splendid.

[1] Here is a ruined castle, where lived the last steward of Bärenburg, who imprisoned a peasant, Calder, for resisting his tyranny. The steward having visited Calder's cottage after his release, was invited by the wife to share the family broth. Upon which he spat into the bowl. Calder thereupon thrust his head in the boiling broth saying "now drink of what you have insulted." This incident was the signal for a peasants' rebellion.



Further off, on the forest-clad mountain slope, is the stronghold of Ehrenfels. The steepest gradient from here to Filisur is 25 ‰.

Sils in Domleschg 738.5 mt.

44.2 km. Campell tn. 32 mt.
44.4 km. Campi tn. 218 mt.
44.8 km. Runplanas tn. 502 mt.
45.4 km. Cugniel tn. 39 mt.
45.5 km. Versasca tn. 694 mt.
46.7 km. Pflanzgarten tn. I 39 mt.
46.9 km. Pflanzgarten tn. II 98 mt.

Postal diligence to Rodels-Realta (see p. 47).

By Sils, which lies to the l., a little below the railway, there stands on a hill the ancient grey Chapel of St. Cassian with the village cemetery. On the Albula is [1] Baldenstein Castle, and, a little further away, on the Rhine, the Castle of Fürstenau.

A great hydraulic power station (estimated at 20 000 HP.) is being constructed on the Albula for the town of Zurich.

Now the line enters the Schyn Gorge, and to the l. affords interesting glimpses of the Albula flowing far below. At the

[1] The castle is beautifully situated on a rock wall above the river, having extra thick walls and a dungeon cut out of the living rock. Stones were placed on the top of the tower to throw down in case of emergency, some of which still remain.

Bendertobel br. 57 mt.
47.1 km. Passmal tn. 421 mt.
47.8 km. Lochtobel br. 97 mt.
48.2 km. Muttnertobel br. 40 mt. high
Solis tn. 986 mt.

entrance of the Schyn Ravine, below the [1] Campi ruins, the railway proceeds through a short tn., which is followed by a number of others in the wild broken-up mountain-side.

Near the Muttnertobel br., to the r., one obtains a glimpse of the ravine with its torrent, and the br. by which the Schyn road spans it high above. Immediately afterwards comes the Solis tn., which is the longest in the Schyn Gorge.

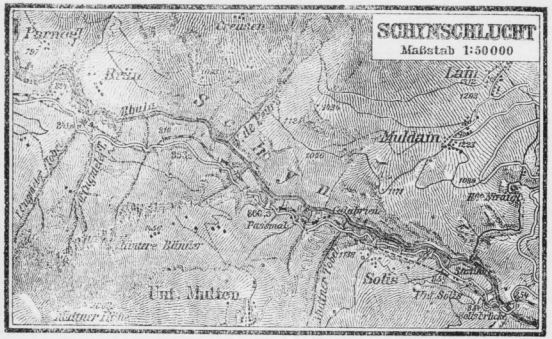
Solis 854 mt.

49.8 km. **Solis viaduct 164 mt. long 89 mt. above the Albula river**
50.8 km. Alvaschein tn. 609 mt.
51.5 km. Nisellas tn. 274 mt.
52.1 km. Salons tn. 60 mt.
52.4 km. Müstail tn. 300 mt.
52.7 km. Valmalatobel br. 32 mt.

Near Solis is a mineral spring containing iodine and sodium, the waters of which are among the healing factors of Alvaneu-Bad (p. 53). The village (Ober-Solis, 3733 ft.), 984 ft. above the level of the railway, is not visible from here. To the l. is the terrace-land of Obervaz and, below, the Nivaigler-Tobel torrent roaring through lacerated gorges. Above the side-valley of the Lenzerheide appears the dolomite cone of the Lenzerhorn. From this point it is advisable to sit on the r. of the carriage. The Solis Ravine, famous throughout the world on account of its wonderfully constructed rd., is now crossed by means of a stone br. composed of one large arch of 138 ft. clear span and several smaller openings, the height above the Albula being 292 ft. As the rd. is only a short distance below the railway, one is at first deceived as to the height; but when the br. is reached a glance to the r. reveals the enormous depth of the gorge. The boldly spanned arch of the br. (built 1868—69) which takes the rd. over the ravine stands out clearly in front of its precipitous walls, and thus helps one to realise even more vividly how great the depth is. The railway has now reached the other side of the valley, the r. bank of the Albula, and remains there until beyond Bergün, so that the view is mostly on the r. To the r., in the S.E. appears the beautifully formed Piz Michèl with its glacier. To the l. Obervaz is again seen, and before

[1] The home of the Campi (or Campbell) family whose descendants are now in the Engadine; it was destroyed by the Barons of Vaz in the 14th cent. but rebuilt.

INTENTIONAL SECOND EXPOSURE



Further off, on the forest-clad mountain slope, is the stronghold of Ehrenfels. The steepest gradient from here to Filisur is 25 ‰.

Sils in Domleschg 738.5 mt.

44.2 km. Campell tn. 32 mt.

44.4 km. Campi tn. 218 mt.

44.8 km. Runplanas tn. 502 mt.

45.4 km. Cugniel tn. 39 mt.

45.5 km. Versasca tn. 694 mt.

46.7 km. Pflanzgarten tn. I 39 mt.

46.9 km. Pflanzgarten tn. II 98 mt.

Postal diligence to Rodels-Realta (see p. 47).

By Sils, which lies to the l., a little below the railway, there stands on a hill the ancient grey Chapel of St. Cassian with the village cemetery. On the Albula is [1] Baldenstein Castle, and, a little further away, on the Rhine, the Castle of Fürstenau.

A great hydraulic power station (estimated at 20 000 HP.) is being constructed on the Albula for the town of Zurich.

Now the line enters the Schyn Gorge, and to the l. affords interesting glimpses of the Albula flowing far below. At the

[1] The castle is beautifully situated on a rock wall above the river, having extra thick walls and a dungeon cut out of the living rock. Stones were placed on the top of the tower to throw down in case of emergency, some of which still remain.

Bendertobel br. 57 mt.

47.1 km. Passmal tn. 421 mt.

47.8 km. Lochtobel br. 97 mt.

48.2 km. Muttnertobel br. 40 mt. high

Solis tn. 986 mt.

entrance of the Schyn Ravine, below the [1] Campi ruins, the railway proceeds through a short tn., which is followed by a number of others in the wild broken-up mountain-side.

Near the Muttnertobel br., to the r., one obtains a glimpse of the ravine with its torrent, and the br. by which the Schyn road spans it high above. Immediately afterwards comes the Solis tn., which is the longest in the Schyn Gorge.

Solis 854 mt.

49.8 km. **Solis viaduct 164 mt. long 89 mt. above the Albula river**

50.8 km. Alvaschein tn. 609 mt.

51.5 km. Nisellas tn. 274 mt.

52.1 km. Salons tn. 60 mt.

52.4 km. Müstail tn. 300 mt.

52.7 km. Valmalatobel br. 32 mt.

Near Solis is a mineral spring containing iodine and sodium, the waters of which are among the healing factors of Alvaneu-Bad (p. 53). The village (Ober-Solis, 3733 ft.), 984 ft. above the level of the railway, is not visible from here. To the l. is the terrace-land of Obervaz and, below, the Nivaigler-Tobel torrent roaring through lacerated gorges. Above the side-valley of the Lenzerheide appears the dolomite cone of the Lenzerhorn. From this point it is advisable to sit on the r. of the carriage. The Solis Ravine, famous throughout the world on account of its wonderfully constructed rd., is now crossed by means of a stone br. composed of one large arch of 138 ft. clear span and several smaller openings, the height above the Albula being 292 ft. As the rd. is only a short distance below the railway, one is at first deceived as to the height; but when the br. is reached a glance to the r. reveals the enormous depth of the gorge. The boldly spanned arch of the br. (built 1868—69) which takes the rd. over the ravine stands out clearly in front of its precipitous walls, and thus helps one to realise even more vividly how great the depth is. The railway has now reached the other side of the valley, the r. bank of the Albula, and remains there until beyond Bergün, so that the view is mostly on the r. To the r., in the S.E. appears the beautifully formed Piz Michèl with its glacier. To the l. Obervaz is again seen, and before

[1] The home of the Campi (or Campbell) family whose descendants are now in the Engadine; it was destroyed by the Barons of Vaz in the 14th cent. but rebuilt.

it Nivaigl, with the remains of the ancestral castle of the Barons of Vaz.

The Albula still flows in a narrow gorge, which higher up becomes broader and shallower. After passing the Müstail tn., the little Church of Müstail, dating from the 15th cent., is seen on the l.; it is situated on a ledge of rock above the Val-Mala-Tobel (ravine). Tiefencastel is visible to the r. High above it to the S. is Mons, and to the W. Stürvis. Above rises the broad dolomite peak of Piz Toissa, Piz Curvèr and the already mentioned Piz Michèl.

Tiefencastel 887 mt.

Station Restaurant.

55 km. Tiefencastel tn. 26 mt.

Tiefencastel is picturesquely situated in the beautiful spot where the Julia mingles its waters with those of the Albula. Here the Albula, Schyn, Julier and Lenzerheide rds. meet, and make Tiefencastel even to-day an important centre of traffic. Aerated iron water for the table is bottled here.

Postal diligences: via Lenz, Lenzerheide to Chur (p. 43); through the Oberhalbstein to Conters, Savognin, Tinzen, Mühlen, Bivio, Julier, Silvaplana (p. 61), 27 m.

From the station there is an open view on all sides. Near Mons (above) on a rock, is the former church of this place. Above the village, before the train passes through a very short tn., we enjoy a splendid view of the confluence of the Julia with the Albula, above which is the village with a lofty church having a characteristic steeple. To the r., above the Oberhalbstein, the snow-capped peak of the Piz d'Arblatsch shows itself for a moment. The basin of the Albula becomes here noticeably shallower and broadens out into a beautiful well cultivated terrace-country. To the l. of the railway, before reaching Surava, we look up to the desolate landslip district, above the village of Brienz, below which the line travels. The broad pyramid-shaped mountain which commands the valley is the Muchetta.

Surava 942.4 mt.

To the l. one sees on a steep rocky projection the [1] Belfort

[1] The castle belonged to the stewards of the Barons of Vaz, who made it an open house, in time of war, for the free settlers and peasants.

Photogr. Wehrli A.-G., Kilchberg-Zürich. Page 64.

A House in Zuoz, Upper Engadine

ruins, one of the most imposing ruined castles of the Grisons, near which is a wooden highway br. The view outwards from the valley is also beautiful.

Alvaneu 1002.5 mt.

In the Albula valley, which has here again become narrower, Bad Alvaneu lies below the railway, while Alvaneu-Dorf is high above it. Bad Alvaneu has a "Kuranstalt" (Baths) with gypseous sulphur springs. It is situated in the midst of beautiful grounds, and is also much visited on account of its mild climate.

Post diligence to Alvaneu Dorf, $1^1/_4$ m.

62.6 km. Schmittentobel viaduct 137 mt.

62.8 km. Saglains tn. 27 mt.

Landwasser viaduct 130 mt. 65 mt. high

63.1 km. Landwasser tn. 216 mt.

Opposite Alvaneu-Bad a waterfall plunges from a high wall of rock from out the Schaf-Tobel. A tower-shaped pinnacle of rock, the Crap Furò 213 ft. from the ground, is also worthy of notice. From the station, the Lenzerhorn and Piz Mulein again show themselves on the l. The railway still continues in a N.E. direction and keeps fairly high up on the slope of the valley, from whence one looks down on the embanked Albula with its numerous weirs. To the r. appears Filisur; and high up to the l. stands Schmitten Church. The railway now passes over two great viaducts, and even before the first of these (the Schmitten-Tobel viaduct) is reached, the tall pillars of the second (the Landwasser viaduct) are to be seen on the r. In front of the Schmitten-Tobel viaduct, to the S.E., the splendid outline of Piz Albula (Piz Uertsch) appears for the first time. This viaduct is 449 ft. long, 115 ft. high and has seven arches, each 49 ft. wide across the inside opening. It is constructed in a curve of 394 ft. radius. To the l. one looks into the wild, broad Schmitten-Tobel. The line passes through a short tn. directly on to the Landwasser viaduct, which has a very striking effect on account of its slender, though powerful stone piers, and its great height (213 ft.). It is 426 ft. long and consists of six openings, each of which is 66 ft. across (inside measurement). Its curve is also worthy of notice, the radius being reduced to 328 ft., while on the whole Albula section the narrowest curve has

a radius of 394 ft. As a compensation, the gradient on the Landwasser viaduct is reduced from 25 ‰ to 20 ‰. Above the wild Landwasser gorge, one sees to the l. the houses of the hamlet of Jennisberg, and above it, in the background, the Leidbachhorn between the Landwasser and Sertig valleys of the Davos district. The Albula Valley, which the line follows, makes a bend here and mounts towards the S.E. Behind, a glimpse is again caught of Alvaneu and Mons, and then the train enters Filisur (villa sura = the upper village).

Filisur 1083.5 mt.

Station Restaurant.

65.4 km. Greifenstein spiral tn. 689 mt.

The station is above this important, picturesquely situated village, which is close to where the Landwasser flows into the Albula. The village is dominated by the Muchetta, which is clothed to a great height with woods, and celebrated for its views. Behind, the Curvèr chain is still visible. In the background, above the Albula gorge, appears the Bergünerstein, over which Piz Albula is once more to be seen. Above the railway line to the l. are the romantic ruins of the stronghold of [1] Greifenstein.

66.2 km. Schlossberg tn. 56 mt.

67 km. Faleinerweg tn. 36 mt.

67.2 km. Ruigna tn. 21 mt.

Line connecting Davos, Klosters and Landquart (p. 23).

Little Cruschetta tn. 74 mt.

Beyond Filisur the actual mountain stage of the Albula Railway begins, with its wonderful constructions. The gradient, which hitherto has never exceeded 25 ‰, now increases to 35 ‰, and this is maintained, with some slight exceptions, till Preda, at the mouth of the Albula tn., is reached. The speed of the train is correspondingly diminished to an average of 18 km. an hr.

67.6 km. Great Cruschetta tn. 417 mt.

68.5 km. Surmin tn. 224 mt.

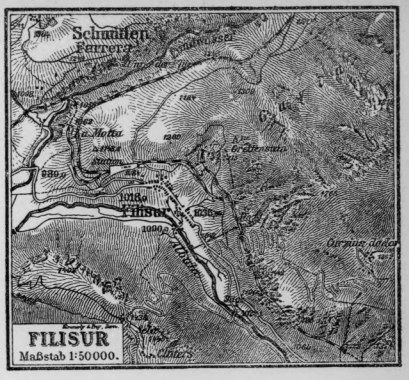
68.8 km. Bellaluna tn. 28 mt.

As this gradient was in itself insufficient to enable the altitude of Bergün to be reached in a direct line, numerous turns, tns. and suchlike artificial developments had to be introduced above Filisur. The train approaches the Greifenstein-ruins. The piece of line seen to the r. in the direction in which we are travelling, although apparently a

69.5 km. Stulsertobel tn. I 84 mt.

69.6 km. Stulser br. I

[1] The holder Rudolph in 1233 attacked the Bp's forces, and as a penance joined the Crusades. Eventually the castle fell to the bishopric. It is surrounded by grotesque rocks, one called from its appearance the Kanzel (pulpit).



69.7 km. Stulser br. II

Stulsertobel tn. II 103 mt.

direct continuation, is in reality beyond the exit of the loop tn. below Greifenstein, which raises the railway 121 ft., and forms so to speak a higher storey. The spiral tn. (2290 ft.) is a part of a loop the total length of which is 3937 ft. To the l. we catch a momentary glimpse of the ruins of Greifenstein, close to the line and only a little above it; and to the r., below the railway, the entrance to the spiral tn. we have just passed through. An optical illusion makes this part of the line appear to descend. Then the grandness of the mountain-world completely captivates our gaze, so far as the constantly recurring tns. permit. The line proceeds along the side of a precipitous rocky slope, at a height of 492 ft. above the bed of the valley and the road leading through it. It is protected from falling rocks by means of massive stone walls. Between the summits of the Piz d'Aela group and the mountains to the E. of Bergün one sees ever and again the sharp silvery glittering snowcapped peak of Piz Ot near Samaden. After passing through the Cruschetta tn. deep down in the valley, on the same side of the river, opposite a large saw-

INTENTIONAL SECOND EXPOSURE

a radius of 394 ft. As a compensation, the gradient on the Landwasser viaduct is reduced from 25 ‰ to 20 ‰. Above the wild Landwasser gorge, one sees to the l. the houses of the hamlet of Jennisberg, and above it, in the background, the Leidbachhorn between the Landwasser and Sertig valleys of the Davos district. The Albula Valley, which the line follows, makes a bend here and mounts towards the S.E. Behind, a glimpse is again caught of Alvaneu and Mons, and then the train enters Filisur (villa sura = the upper village).

Filisur 1083.5 mt.

Station Restaurant.

65.4 km. Greifenstein spiral tn. 689 mt.

66.2 km. Schlossberg tn. 56 mt.

67 km. Faleinerweg tn. 36 mt.

67.2 km. Ruigna tn. 21 mt.

Little Cruschetta tn. 74 mt.

67.6 km. Great Cruschetta tn. 417 mt.

68.5 km. Surmin tn. 224 mt.

68.8 km. Bellaluna tn. 28 mt.

69.5 km. Stulsertobel tn. I 84 mt.

69.6 km. Stulser br. I

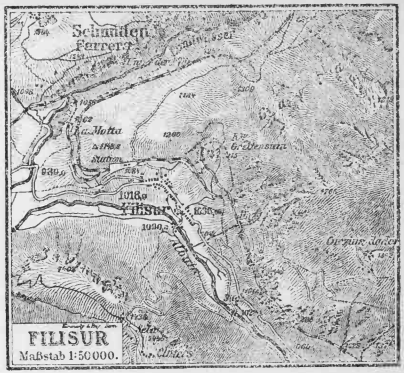
The station is above this important, picturesquely situated village, which is close to where the Landwasser flows into the Albula. The village is dominated by the Muchetta, which is clothed to a great height with woods, and celebrated for its views. Behind, the Curvèr chain is still visible. In the background, above the Albula gorge, appears the Bergünerstein, over which Piz Albula is once more to be seen. Above the railway line to the l. are the romantic ruins of the stronghold of [1] Greifenstein.

Line connecting Davos, Klosters and Landquart (p. 23).

Beyond Filisur the actual mountain stage of the Albula Railway begins, with its wonderful constructions. The gradient, which hitherto has never exceeded 25 ‰, now increases to 35 ‰, and this is maintained, with some slight exceptions, till Preda, at the mouth of the Albula tn., is reached. The speed of the train is correspondingly diminished to an average of 18 km. an hr.

As this gradient was in itself insufficient to enable the altitude of Bergün to be reached in a direct line, numerous turns, tns. and suchlike artificial developments had to be introduced above Filisur. The train approaches the Greifenstein-ruins. The piece of line seen to the r. in the direction in which we are travelling, although apparently a

[1] The holder Rudolph in 1233 attacked the Bp's forces, and as a penance joined the Crusades. Eventually the castle fell to the bishopric. It is surrounded by grotesque rocks, one called from its appearance the Kanzel (pulpit).



69.7 km. Stulser br. II

Stulsertobel tn. II 103 mt.

direct continuation, is in reality beyond the exit of the loop tn. below Greifenstein, which raises the railway 121 ft., and forms so to speak a higher storey. The spiral tn. (2290 ft.) is a part of a loop the total length of which is 3937 ft. To the l. we catch a momentary glimpse of the ruins of Greifenstein, close to the line and only a little above it; and to the r., below the railway, the entrance to the spiral tn. we have just passed through. An optical illusion makes this part of the line appear to descend. Then the grandness of the mountain-world completely captivates our gaze, so far as the constantly recurring tns. permit. The line proceeds along the side of a precipitous rocky slope, at a height of 492 ft. above the bed of the valley and the road leading through it. It is protected from falling rocks by means of massive stone walls. Between the summits of the Piz d'Aela group and the mountains to the E. of Bergün one sees ever and again the sharp silvery glittering snowcapped peak of Piz Ot near Samaden. After passing through the Cruschetta tn. deep down in the valley, on the same side of the river, opposite a large saw-

mill, we perceive the remains of the former iron-works of Bellaluna, with the ruined walls of an old blast-furnace. These works, in which chiefly ore from the Val Tisch near Bergün used to be smelted, have been abandoned since the thirties of last century. The line then crosses the Stulser Tobel, high above the rushing torrent, which comes from the rugged Ducan Pass, lying towards the Sertig Valley (Davos). From the first Stulser-Tobel br. we again enjoy a magnificent view of the Lenzerhorn, and from the railway-track we can quite easily see down the Albula to the Aela chain, Piz Ot and the mountains to the S. of Naz, and Preda, in front of the Albula tn.

Filisur to St. Moritz and Pontresina.

Stuls 1279.9 mt.

Stuls station stands on the lonely "Ochsenboden," the village which lies above it at an altitude of 5101 ft. not being visible from here. To the l. above the station, one recognises glacier marks, in the form of inequalities and polished surfaces on the rocks. The rd., part of which can be followed with the eye, winds upwards in the narrow Albula gorge to the Bergünerstein. When the gorge was originally made accessible at the end of the seventeenth century, gunpowder was used for blasting purposes for the first time in this district. The line passes under the Bergünerstein through a tn. (1342 ft. long). The shorter Glatscheras tn., which follows, was only constructed later on, to avoid a dangerous landslip area which threatened the line at this part. Near the exit appears the village of Bergün in a lovely valley commanded by the mighty glacier-covered mass of Piz d'Aela.

70.5 km. Streda tn. 64 mt.

71.7 km. Bergünerstein tn. 409 mt.

72.3 km. Glatscheras tn. 332 mt.

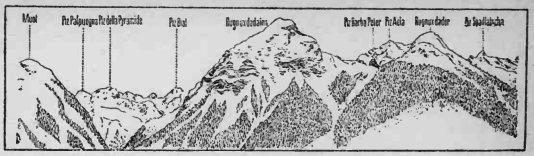
Bergün 1375.6 mt.

Station Restaurant.

The village of Bergün lies to the r., a little below the station, in a peaceful, verdant hollow, surrounded and protected by mountains. The cupola of the old broad tower, which is said to be of Frankish origin, is worthy of notice. Thanks to its sheltered situation, Bergün has a very mild climate, which

73.5 km. Tuors br. 40 mt.

74.7 km. God (Ladin for forest) tn. 486 mt.



Panorama from the station building of Bergün.

Glix viaduct

76.2 km. Plaz tn. 262 mt.

77.9 km. Tischbach viaduct 40 mt. high 101 mt.

78 km. Prasüra tn. 34 mt.

79 km. Chanelleta gallery 117 mt.

79.2 km. Muot siding

79.6 km. Fuegna tn. 53 mt.

79.8 km. Albula viaduct I 59 mt.

79.9 km. Rugnux spiral tn. 662 mt.

81.2 km. Albula viaduct II 95 mt.

81.6 km. Toua spiral tn. 677 mt.

82.5 km. Albula viaduct III 137 mt.

Maliera gallery 45 mt.

82.9 km. Albula viaduct 44 mt.

makes it extremely suitable as an intermediate station to and from the Engadine. It is a centre for a large number of most interesting mountain tours, and is much visited for winter sports.

Above the Bergünerstein, looking out of the valley in the background rise the Lenzerhorn, Piz Naira and the Arosa Rothorn; to the r. of the railway Piz Rugnux; between them shines the glacier-decked summit of the piz d'Aela. In the E. to the l. above Val Tuors, stands Piz da Darlux; above Val Tisch the dolomite Piz Muot chain (Muot-sureint, 8776 ft.), while to the extreme S. Piz Muglix, Palpuogna belonging to the Albula chain, and Piz della Pyramida, look down upon us. A good carriage road leads to the hamlet of Latsch, situated about $1^1/_2$ m. above Bergüu, to the N.E. Beyond Bergün begins the marvellous development of this line which so soon became world-renowned on account of its loops and spiral tns., this construction being necessary in order to reach the altitude of Preda. The difference in height between Bergün and Preda is 1365 ft., and necessitated a track length of $7^4/_5$ m., with a gradient of 35 ‰, whereas the length of the valley is only 4 m. The constructicn of the line here shows a boldness scarcely attained by any other mountain-railway, not excepting the St. Gotthard, although the latter, with the extra solid permanent way for its double track, is more massively built up.

The continual change in the direction of the journey makes it very difficult for one travelling on this line for the first time to find his bearings, and the view, too, is now on the

83.2 km. Zuondra spiral tn. 535 mt.

r. and now on the l. The "Bergün and Preda" map renders it possible to follow the route accurately. The village of **Latsch**, above Bergün, affords a further means of recognising one's position; soon after leaving Bergün, it is visible above to the l. and then again alternately to the r. and l., until at last, before Zuondra spiral tn. is reached, it finally disappears. The railway at this point is already higher than the village, which during the journey seems slowly to sink deeper and deeper. Until the siding at Muot is reached, Bergün also appears again and again. Especially after the first spiral tn., where the line turns again towards it, the village is quite near. At the end of this loop, before reaching the Platz tn. we see to the l. the Val Tuors; then the Tischbach is crossed by means of a viaduct 331 ft. long and 131 ft. high, where the tip of the Piz Albula suddenly emerges to the l. above the Val Tisch, but immediately disappears again. After passing through the short Prasüra tn. one notices to the r., above the railway, which may here be followed with the eye for some distance, constructions reaching high up the rocky declivity, built to protect the line from avalanches. Then the view opens downwards into the Albula valley, above which the before mentioned peaks and mountain ranges, seen from Bergün, again appear.

Muot station (5177 ft.) is really only a siding for shunting, without station-building. Next comes the first Albula viaduct, which leads across to the mountain on the W. side into the Rugnux spiral tn. The construction of this tn. was attended by great difficulties owing to the bursting-in of cold water (39° F.), which caused great sacrifice of health and strength. On leaving the tn. the view over the valley with Bergün and Latsch is to the l. One sees again into the Val Tisch and is able to follow, not only that part of the line already passed, but also a great deal of the part to come. Straight in front, in the direction we are travelling, lies the third Albula viaduct. Immediately beneath it is the entrance to the Toua Spiral tn., which we again see lying beneath us to the r. soon after leaving it. Here the line describes a

wonderful open loop which crosses the Albula twice and then enters the Zuondra spiral tn.

Although the loops and turns are now at an end, the railway still maintains a gradient of 35 °/₀₀ until the little valley-basin of Preda is reached. First, however, we pass the "Maiensäss" (p. 34) of Naz belonging to Bergün, above which, in the valley-opening on the r., glitter Rugnux and Piz d'Aela, and on the l. Piz Muglix.

Here the landscape is made up entirely of the austere beauties of the high-mountain region. The peaks rising on all sides give the scene a truly grand character. From the l. of the railway by Naz, in the N., rises the dolomite chain of the Muot-sureint as far as the proud Piz Albula, to the E. Towards Preda appear the two peaks of the Piz Giumels (The Twins), beneath which the great tn. passes, and close by, the Piz dellas Blais. To the S., and on the r. of the line, stands the massive form of Piz Palpuogna. The valley opens out a little, and the few houses of Preda appear. The train stops just in front of the entrance of the great tn.

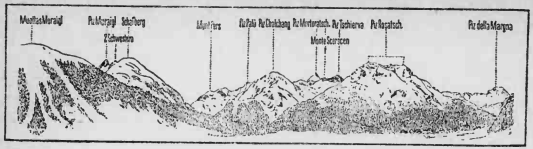
Preda 1792 mt.

85.8 km. Albula tn. 5865 mt.

The little hamlet of Preda has only been inhabited all the year round since the opening of the railway. It is a good deal visited as a picturesquely situated health resort and as a starting-point for walking tours along the road over the Albula Pass.

91.7 km. Beverin br. I

The unornamental mouth of the tn. lies r. in front of the station. This single-line tn. passes in a S.E. direction at a depth of 2992 ft. beneath the summit of the mountain Giumels. It is the longest narrow-gauge tn. in existence (19,242 ft. long). The train takes 10 or 11 minutes to pass through it. The temperature inside the tn. is about 16° C. (F. 61). At the Preda end the line first of all ascends with a gradient of 10 °/₀₀ till the culminating point (6011 ft.) is reached inside the tn., and then descends towards Spinas with a gradient of 2 °/₀₀. For information concerning the building of this tn. see Introduction, p. 15.



Panorama from Samaden.

Spinas 1818 mt.

94.8 km.
Beverin br. II
25 mt.

Spinas is really an "alp" (p. 34) or mountain-pasture belonging to Bevers. In addition to the railway constructions there are only a few buildings and huts.

On leaving the tn. the line enters the Val Bevers, a side-valley of the Upper Engadine, through which the Beverinbach flows. The line follows the well-filled stream in a fairly straight line, with a maximum fall of 32 $^0/_{00}$. To the l. stands a great bulwark of masonry, 5 mt. high, built to protect the line from avalanches coming from the Crasta mora, which towers up on that side. These avalanches occasionally cross the torrent, and would otherwise endanger the line. To the r. are other constructions to protect the line from falling masses of snow. The valley now opens out, the line makes a sharp curve, and reaches the open valley-floor of the Engadine near Bevers station.

Bevers 1713.5 mt.

95.7 km.
Beverin br. III
25 mt.

The line passes the fine village of Bevers, on the l., shortly before entering the station. Looking back, one gets a glimpse of the rugged ridge of the Cresta mora, rising above the village, while to the l., the first peaks of the Bernina group are to be seen.

The diligence from Samaden to the Lower Engadine, Tarasp-Schuls and Landeck branches off here.

An extension line to Tarasp-Schuls is in course of construction and will be opened probably in 1913.

Samaden 1708.7 mt.

Samaden, the principal village of the Upper-Engadine district, with its important-looking buildings, presents quite a town-like appearance. The village, with its lofty tower, which reminds one of an Italian campanile, lies to the r. above the railway, from which there is a good view of it. Samaden has an excellent reputation as a health-resort and tourist-centre possessing the best known golf links on the Continent, and is also a popular sunny resort for winter sport.

Post diligence to Celerina, St. Moritz-Dorf, St. Moritz-Bad, (p. 63) Campfer, Silvaplana (connection via Julier to Tiefencastel, p. 52), Sils-Maria, Sils-Baselgia, Maloja, Casaccia, Vicosoprano, Borgonuovo, Stampa, Promontogno (connection to Soglio, $2^1/_2$ m.), Castasegna, Chiavenna, 35 m.

To Bevers (above), Ponte, Madulein, Zuoz, Scanfs, Capella, Cinuskel, Brail, Zernez (connection via Ofen Pass to Münster, $24^1/_4$ m., Sta. Maria, Stilfserjoch, Bormio, Franzenshöhe, Trafoi, Mals, Meran), Süs (connection to Davos, p. 36), Lavin Giarsun (connection to Guarda, $1^1/_2$ m.), Ardez, Fetan, Tarasp (Fontana, Vulpera), Schuls (p. 60), 34 m.

Extension line to Pontresina, p. 64.

Local trains run between Samaden and St. Moritz in 10 min.

* * *

On the line from Samaden to St. Moritz we first of all see Celerina, in front of us to the l., lying behind Bevers and Ponte. But the eye is chiefly fascinated by the view of the ever-widening valley of Pontresina and the snow-capped mountain-peaks above it, Piz Palü, Piz Bernina, Piz Morteratsch and Piz Tschierva; between them, in the foreground, Piz Chalchagn, forming the end of the valley; then Piz Rosatsch dominating St. Moritz, and to the extreme r. in the background, Piz della Margna.

Celerina 1733 mt.

Celerina, together with Cresta, which belongs to it, has for the most part retained the stamp of an old Engadine village.

[1] Near here is the castle Guardavall destroyed under the following circumstances. The last castellan demanded as a right the beautiful daughter already betrothed of a peasant named Adam. The father to the castellan's surprise assented but stated she should be brought the next day in fitting bridal raiment. Next day a bridal procession was formed, the girl very pale in the midst of the men who were singing suitable strains. When the Castellan came out to meet her, he was at once killed and the castle sacked.

101.9 km. Charnadüra tn. 449 mt.

It is frequently chosen as a place of residence by visitors to the St. Moritz baths, and is known on account of the celebrated Cresta Toboggan Run (Ice Run), to which the new Bobsleigh Run must now be added.

102.5 km. Argenteri tn. 114 mt.

Bernina Electric Railway from St. Moritz and Pontresina, to Tirano, see Pontresina (p. 65). This station is 10 min. from that of the Rhaetian Railway.

Local trains of the Rh. Ry run to St. Moritz and Samaden in 5 min.

Here the valley narrows and is separated from the highest part of the Engadine, which abounds in lakes and forests, by the Inn gorge of "Charnadüra." The railway travels around Celerina in a sharp curve, offering another glimpse of the old Gothic Church of St. Gion, situated on the road to Pontresina, and then cuts through the rocks of the Inn Gorge in two tns. Soon after the second tn. is passed we see to the l. below us, the falls of the Inn, the outflow of the Lake of St. Moritz; and directly afterwards the train enters St. Moritz station.

St. Moritz 1778 mt.

Official Inquiry Office.

At St. Moritz the Rhaetian Railway has for the present its terminus. The station lies a little above the lake, over which, on the opposite side, tower the imposing masses of Piz Rosatsch and Piz Surlej, while Piz della Margna in the background forms a hazy termination to the valley. The

[1] The leaning Church tower is conspicuous and is said to have slid with the land; the Church itself being unsafe has been pulled down, tradition says it was built in 1780 on the site of a former pastor's house which was so haunted by ghosts as to be uninhabitable.

The museum is built so as to reproduce the chief characteristics of an old Engadine house, note the windows, like loop holes, to protect from severe weather. It is filled with relics of former life in the Engadine each in its appropriate surroundings, the museum itself and the different rooms preserve suitable Inschrifts.

A translation of the Inschrift outside the building reads:—

This my house is built by me
Just as it I wished to be.
You who look, in passing by,
Wait not with a critic's eye;
For, if the owner likes it made this way,
What does it matter to you, Stupid, pray. *M. L. B.*

Photogr. Wehrli A.-G., Kilchberg-Zürich. Page 63.

Piz Bernina, 13,305 ft.

impression received on leaving the train, when one sees the glorious mountain scenery and the splendid buildings of St. Moritz-Dorf adjoining the station, is one never to be forgotten.

The importance of St. Moritz as a health resort and watering-place, as well as a winter sporting centre of the first order, is well known. Details are supplied in the tourist handbooks and the Guide to the Canton of the Grisons.

Postal diligences to Campfèr, Silvaplana, Sils and Maloja to Chiavenna, to the Lower Engadine and via the Julier pass to Tiefencastel (via Silvaplana). See Samaden.

Bernina Electric Railway from St. Moritz to Pontresina and Tirano see Pontresina (p. 65).

Electric trams run between St. Moritz-Dorf and St. Moritz-Bad.

Local trains of the Rhaetian Railway to Samaden in 10 min.

Inquiry Bureau, Central Office of the Engadine Public Interests Association (Engadiner Verkehrsverein), St. Moritz-Dorf, opposite the Schweizerhof.

* * *

Though the Albula line has established communication between the chief resort of the Upper Engadine (St. Moritz) and the Lowlands, nevertheless up to the present time a railway line of its own has been wanting to the long stretching valley of the Inn which forms the Upper and Lower Engadine, for the Albula line conveys the traffic only the short distance from Bevers to St. Moritz. In this particular the new line from Bevers to Schuls in the Lower Engadine will make a change, bringing the long wished for railway communication to this district. The necessity for this had been perceived for a long time on account of the importance of the great world-renowned health-resorts, with their famous medicinal springs, situated in that valley. The opening of the line will take place in 1913.

The new line, whose attractiveness will be greatly enhanced by the scheme for working it by electricity, starts from Bevers (p. 60) and follows the course of the gently falling main valley of the Upper Engadine. The various places, with their brightly painted stone houses, looking like toy villages, stand upon the meadows of the valley; first Ponte (5558 ft.), the starting-point for the road over the Albula pass, at the entrance to

the wild Camogasker valley, then Madulein (5515 ft.), then Zuoz (5617 ft.), formerly the chief place of the Upper Engadine, an important village with its high Alpine schools and interesting old Engadine houses, lastly Scanfs (5469 ft.) with the village of Cinuskel (5302 ft.) which belongs to it. At Zuoz the climate is already milder, and the cultivation of grain and vegetables commences.

A few minutes after passing the village of Cinuskel a small br., the " Punt ota " marks the boundary between the Upper and Lower Engadine. Here the valley is exceedingly narrow. Different from the Upper Engadine in the features of its landscape, the Lower Engadine possesses a romantic character of its own. The mountains seem to be drawn closer together, the valley is richer in woods and, owing to its lower altitude above the sea, is characterised by a warmer climate and more luxuriant vegetation.

The first place reached, soon after passing the "Punt ota", is the hamlet Brail (5420 ft.). Charming Zernez (4912 ft.) is the starting-point for the route to the Münster valley. Into Süs (4688 ft.), a popular health-resort, descends the postroad coming over the Flüela pass from Davos (p. 35). Lavin (4688 ft.) is a centre for numerous mountain tours, Giarsun (4613 ft.) is the starting-point for the high health-resort Guarda (5423 ft.). Ardez (4813 ft.) also and the more highly situated Fetan (5407 ft.) are much frequented health-resorts.

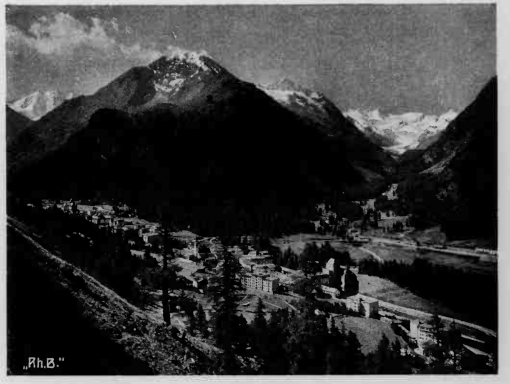
Lastly the Curhaus Tarasp (3947 ft.) forms the centre point of the health-resorts of Tarasp, Schuls and Vulpera, which with their renowned medicinal baths rival Carlsbad. To Tarasp belongs the hamlet of Fontana (4639 ft.) in which is Tarasp Castle, visible from a great distance. Vulpera (4160 ft.) is situated on a beautiful high-lying terrace in immediate proximity to the woods. At Schuls (4081 ft.), the chief town of the Lower Engadine, the railway will have its provisional terminus.

Post connection to Martinsbruck-Nauders (see Samaden, p. 61).

Samaden (p. 61).

3 km.
Inn br.

The branch line from Samaden to Pontresina, which was opened in the summer of 1908, crosses the Inn by means of



Photogr. Wehrli A.-G., Kilchberg-Zürich. Page 65.

Pontresina with Piz Palü (12834 ft.), and the Roseg-Valley

an iron bridge, shortly after leaving Samaden station, then traverses the broad valley along a straight embankment.

Punt Murail 1731.5 mt.

3 km.
Flazbach br.

Near the station is the terminus of the funicular railway of Muottas-Muraigl. Its height is 8058 ft. and is well known as one of the most extensive view-points in the Alps, one from which the Upper Engadine with its many lakes, and the Bernina group with its mighty glaciers can be seen.

Going over the Flazbach, which flows from the Bernina, the line crosses to the r. side of the valley and comes to an end in the commodious station at Pontresina.

Pontresina 1777 mt.

Official Inquiry Office.

The beautiful and much frequented centre of Pontresina, which since 1908 has been also a winter resort, lies somewhat higher than the railway-station, on the opposite side of the Flazbach, over which a stone br. conveys a new carriage road from the station. The view from the handsome railway-station, which also serves for the Bernina Electric Railway, embraces a magnificent panorama. Pontresina, with the old watch-tower of [1] "Spaniola," is situated at the foot of the Schafberg and stretches out for a considerable distance. Above, on the mountain, are countless structures to prevent the fall of avalanches. On its l. is the terminus of the funicular railway Muottas Muraigl. The main valley of the Engadine with Samaden is dominated by the jagged Crasta Mora, above which emerges the peak of Piz Kesch. Towards the S.E. one can look down the Bernina valley, and towards the S. that of the Roseg with the spurs of the mighty Roseg glacier. Above the valley can be descried the many peaks of the Bernina group Piz Misaun, Piz Tschierva, La Sella and Il Capütschin, while Piz Bernina itself is hidden. Opposite the station lies the Rosatsch, with its finely wooded lower declivities, commanding the St. Moritz lake.

Bernina Electric Railway from the same station as the Rhaetian Railway, to Celerina, St. Moritz (p. 63) and to Morteratsch, Berninahäuser, Berninahospice.

[1] This five cornered tower was built to defend the Bernina pass.

(Landquart-Chur-) Reichenau-Tamins, Ilanz.

The journey from Chur to Reichenau-Tamins lasts 16 to 20 min., to Ilanz about an hr. Between Reichenau-Tamins and Ilanz the train travels at a speed of 35 to 40 km. an hr., average and maximum respectively.

From **Landquart** to **Reichenau-Tamins** (p. 44).

24 km. Hinter Rhine br.

After crossing the Hinter-Rhine the line branches off into the so-called [1] Farsch from the line going to the Engadine. An iron br. over the Vorder-Rhine leads to the l. bank of the river, from whence the ascending stretch of the Engadine line running to Bonaduz (p. 45) remains in sight for some time. The railway proceeds along the deep gorge which the Rhine has worn out for itself in the prehistoric Flims landslip, and follows the numerous sharp windings of the river. Travelling towards the source of the Rhine, the right of the valley is on the passengers left. The roads run along on the high plain on both sides, where the villages are also situated. These latter are therefore not visible from the railway. On the other hand, the views of the roaring Rhine torrent, and, above all, the fantastic shapes of the rocks on both sides of the river, offer a grand and ever changing picture. At the mouth of the Maliensbach, which flows in from the N., is a viaduct with 12 arches, each 20 ft. in width. To the l. the Wakenauer Sporn, on which stand a few remains of the stronghold of Wakenau, juts out from the S. into the Rhine, in which there is at this point a whirlpool 33 ft. deep.

24.7 km. Farsch br.

27.2 km. Dabi tn. 299 mt.

Trins 612 mt.

[2] The village of Trins is situated to the r., 1109 ft. above

[1] From "fährte", a ford or journey. – Here wood is collected from the uplands. Formerly this was the first place on the Rhine where wood was floated on the river for distant parts, even going as far as the Lake of Constance.

[2] The castle Hohen Trins, above the village, is said to have been built by Pipin 680. It was burnt down in 1470 when some servants perished, being unable to escape owing to the castellan having locked the doors before going out. From the fact that a number of mortgage deeds were also consumed, it was surmised that the fire was the work of an incendiary who owed money to the castellan.

Photogr. Chr. Meisser, Zürich. Page 67.

The Mermaid Fountain, at Valendas

29.6 km. Ransun tn. 423 mt.

the railway, on the post rd. to Ilanz from Reichenau and Flims, and is connected with the station by means of a carriage rd. $1^1/_4$ m. long.

31.5 km. Islabella br.

The formation of the white rocks with their dark niches grows more and more remarkable. Near Islabella the line again passes over to the r. bank of the Rhine across a br. 131 ft. long. The little peninsulas projecting into the bed of the Rhine, which are for the most part beautifully covered with vegetation, and round which the river winds, are called "Islas." A rocky projection of this nature, the "Krummwag," which is particularly prominent, is pierced by a short tn. immediately above the Rabiusa river, which issues from the Versamer Tobel.

31.7 km. Krummwag tn. 83 mt.

Versam-Safien 638.4 mt.

The diligence runs from the station up to the village of Versam, 941 ft. above, situated at the entrance to the [1] Safien Valley. Versam is a much frequented summer resort and affords beautiful forest walks and excursions.

Postal diligence through the Safien valley to Tenna, Neukirch-Safien, Safien-Platz, 12 m.

To the S. rises Piz Riein between Ilanz and the Safien Valley; further away to the l. the broad Piz Mundaun is visible. The great walls on the l. have been erected to protect the permanent way from stones and rocks that fall from time to time.

Valendas-Sagens 672 mt.

To the l., 650 ft. above the railway and one km. distant, is the village of Valendas: to the r., on the opposite side of the Rhine, lies Sagens: the rd., 1 m. long, and the iron br. across the Rhine leading to it, have been built by the Rhaetian

[1] The villages above these stations in the Vorder-Rheintal will all well repay the tourist for a visit. The Safiental especially is a treasure land for the botanist and lover of flowers. At Valendas there is a unique village square, the fountain being surmounted by a mermaid topped with an enormous hat. In the 18th cent. a retired Dutch admiral settled here and was followed by some other nautical folk. It is believed that they suggested the figure as a reminder of the sea.

Railway. Only the church and a few of the houses of Valendas are visible from the line. Sagens remains quite hidden.

Postal diligence to Sagens, Laax, Fellers, 4½ m.

Before the station is reached there is a lovely view into the Carrera-Tobel with Piz Riein above. Soon afterwards the gorge opens out, and the train enters the [1] Gruob, a pleasant, fruitful and open valley beginning at Kästris. To the r. rises the mighty, glacier-covered Vorab, the Selbsanft, the Bifertenstock and Piz Tumbif. After the desolate defiles of the Rhine gorge, the valley, with the mountain-villages of Schleuis, Fellers, Ladir, Ruschein, Luvis, Seewis, and their churches, dotting its heights, is doubly charming.

Kästris 708.5 mt.

42.6 km.
Glenner br.

To the r. opens out the Schleuiser-Tobel, with the conspicuous orphanage of Löwenberg, built on the ruins of the old castle; to the l. the wildly magnificent Lugnez Valley with the Glenner flowing through it is seen. The railway crosses that river, shortly before reaching Ilanz, upon an iron br. 121 ft. long.

Ilanz 701.7 mt.

Official Inquiry Office.

[2] Ilanz, the "first town on the Rhine," is remarkable not only on account of its pleasant situation, but also for its numerous beautiful, old-fashioned houses, churches and other buildings. The town is dominated by [3] Piz Mundaun, spread out behind it, and by the picturesque Signina group (Piz Signina).

[1] The name signifies "panshaped."

[2] This ancient town styled the "Crown of the Rhine" was formerly enclosed by a wall with towers parts of which still remain. In the Oberthor the arms of Zurich and Berne find a place, these towns having interested themselves in the politics and religion of this commune in past days. Though but little known, it is a centre of exceeding interest for the artist and lover of nature.

[3] On the slopes of Piz Mundaun, by the St. Carlo chapel, Walter v. Belmont defeated Rudolph v. Montfort who coming from Flims had burnt Ilanz. It was during this battle for the control of the Lugnez valley that, while the men were fighting for their lord and homes, the women of Pleif noticed a band of the enemy trying to steal round at the base, above the Glenner, so as to attack the army on both sides. They therefore went out and where the Frauenthor (women's tower) now stands on the post road, rolled down great rocks, and so successfully checkmated the move. For which action the women still retain like privileges to Schiers (p. 26).

Photogr. Chr. Meisser, Zürich.

Page 68.

Ilanz (Upper Gate)

Piz Mundaun, which is called "the Rigi of the Oberland," is much frequented on account of its practicable ascent and the rich variety of the views which it affords.

Postal diligences: To Brigels 9 m. To Obersaxen $6^1/_2$ m. To Ladir $3^2/_3$ m. To Valgronda, Bad Peiden, [1] Vals-Platz 14 m. To Cumbels (Morissen), Villa, Lumbrein, Vrin 14 m. To Schleuis, Laax, Waldhaus, Flims $7^1/_2$ m., with connection to Felsbach, Trins, Tamins, Reichenau (see Reichenau-Tamins, p. 45). To Tavanasa, Truns, Rabius (branch off to Tenigerbad), Somvix, Campodials, Disentis (continuation via Lukmanier to Curaglia, Olivone and Biasca [St. Gotthard Ry.], 32 m.), Sedrun, Rueras, Tschamut, Oberalp Pass, Andermatt, 39 m. In winter, only as far as Rueras.

Carriage road to Seewis in the Oberland.

* * *

The extension of the railway line along the Vorderrhein Valley via Ilanz to Disentis has been recognised as necessary for a long while, by reason of the character of the latter place, this being the starting-point of the important Alpine roads over the Oberalp pass to Andermatt and over the Lukmanier to Olivone-Biasca. It is now in course of construction and will be opened in 1913, or, if at all possible, a year earlier.

The line, for its whole length, runs along the valley of the Vorderrhein and will touch first of all the small villages of Strada (2349 ft.) and Schnaus (2382 ft.), then Ruis (2395 ft.), then passing the ruined castle of [2] Jörgenberg and Tavanasa (2621 ft.). The more important resorts in this district lie

[1] To get to this primitive health resort, one goes through part of the Lugnez and then the St. Peterstal. This journey is of great beauty, and were it but better known might rank with the Via Mala in popularity. Vals is of special interest to the mineralogist.

[2] The last knight who held this castle is called the Bad Jörg of Jörgenberg. In his day a truly Gilbertian comedy was enacted. He robbed on all sides during the day and caroused in the evening when his wife restored the plundered cattle, &c. to the owners, whom she ever befriended. At length the peasants attacked the castle successfully and when further resistance was impossible they allowed its mistress to depart with her maidens and to take with them, what was most valuable of their own property. His wife thereupon placed Jörg in a bundle and had him taken out. The peasants were indignant when they saw they were outwitted, for they thirsted for his blood. However their leader said they were bound to keep their word, and the lady deserved a sacrifice from them.

mostly at some elevation, as [1] Brigels (4229 ft.) on the l. and Obersaxen (4223 ft.) on the r. side of the valley. Further along the valley are Truns (2838 ft.), Rabius (3150 ft.) at the entrance to the Somvixer Valley, Campodials (3166 ft.) and the terminus of the line, the important centre [2] Disentis (3773 ft.) with its imposing monastery which has played so large a part in the history of the district at different periods.

Post connection to Andermatt and Olivone (see Ilanz).

[1] On the way to this health resort there is a view-point (where is a monument to the engineer Escher, who constructed many of these mountain rds.) with a most marvellous view up and down the valley of the Vorder Rhine.

[2] At one time the abbots of Disentis were Princes of great power. An abbot of Disentis presided at the formation of the Grey League. During the time of the French invasion a band of soldiers were being taken captive through this district when a compassionate native loosened the bonds of a couple. Upon which all the captives were slain. The monks hearing of this came and gave them burial, hanging their uniforms in a cellar of the buildings. These being found by another band of soldiers, they slew all the monks as murderers and burnt the village.

Photogr. Wehrli A.-G., Kilchberg-Zürich.

Le Prese, on the Lake of Poschiavo

Rhaetian Railway

Canton Grisons

Line commenced May 1888.
Trains running Sep. 1889.
Present length 119 miles.
Under construction 50 miles.

Gauge for 1 mtr.=3,2 ft.
No. of Stations 58.
Total cost £ 2,000,000.
Greatest height 6,000 ft.

Summary of Construction

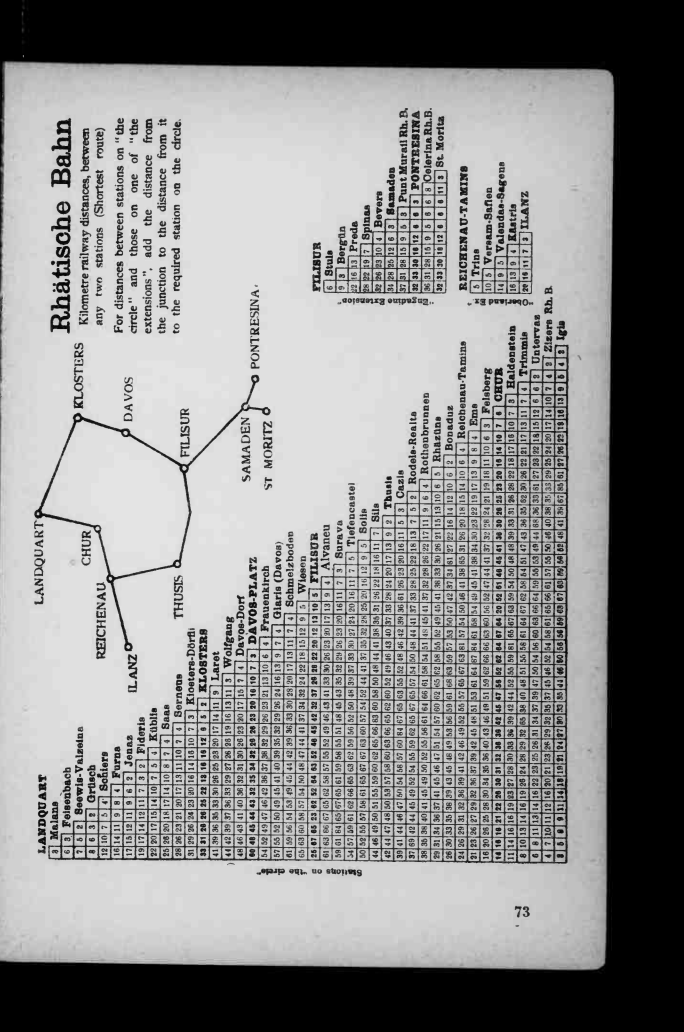
Ht	Section		Ht	Opened	Std.	Ms.	Grad.	Rad.	Totalcost=av. p. kil.	Super	Greatest ht.
1719	Landquart	to Klosters [1]	3976	Sep. 1889	14	31	45‰	328	£ 340,000= 5,832		5370 Wolfgang
		Davos	5064	July 1890	4						
		Filisur [2]	3555	July 1909	4	12	35‰	305	» 217,600=11,453	£ 153.600	
1719	Landquart	to Thusis	2302	1896	15	25,6	25‰	328	» 280,000= 6,800		
		Celerina [3]	5655	July 1903	12	38,3	35 25 20	395	» 1,000,000=16,100	» 440,000	5998 In A. ten
		St. Moritz [4]	5844	July 1904	1					» 282,800	
5620	Samaden	to Pontresina	5915	July 1908	2						
1980	Reichenau	to Ilanz [5]	2345	July 1903	5	12	10‰	393,7	» 175,000= 9,264		
2345	Ilanz	to Disentis	3775	C. o. 1909	?	18,4	27‰	395	» 240,000= 8,108	» 137,280	
5615	Bevers	to Schuls	4080	C. o. 1909	?	31	25‰	326	» 680,000=13,600	» 426,400	
	St. Moritz	Chiavenna		Concess. obtained							
	L. Engadine	Austria									

Remarks: [1]) 3 t'=2128 f'. [2]) 15 t'=13,800 f'. [5]) 3 t'=2634,5 f'.
[3]) Diff. in h. between Bergün and Preda 1368 f'.
[4]) Alb. t=19,242 f', with 38 others = 52,592 f', or 10 m. nearly.

Literature useful for the Swiss Highlands.

Title	Author	Publisher	Price
Official Publications			
*Hotels of Switzerland	—	Information Offices	—
*Railway Map of Switzerland	—	S.B.B.London & Berne	—
General Guides			
Murray's Handbook.....	—	Stanford, London	10/—
Baedeker's Switzerland	—	Unwin, London	7/6
Special on Grisons (Graubünden)			
*Canton Grisons	F. Hasselbrink	Information Offices	—
*Guide to Rhaetian Railway	Rev.&Mrs.Brooke	Rh.B. Chur	1.—
Rhaetian Railway.....	Dr.C.Camenisch	180-2 of Illustr. Europe	—
Landquart Davos Railway..	Pfar. Dr. Hauri	133,134 »	—
Davos	J. Weber	21 »	—
Upper-Engadine	Dr. Pernisch	20 »	—
*Grisons Oberland	Dr. C.Tarnuzzer	177-9 »	—
Kanton Graubünden (Ger.).	Dr. E. Lechner	Schuler, Chur	2.50
Das Vordere Rheintal (Ger.).	»	»	2.50
Albula Railway.....	Dr. C.Tarnuzzer	»	2.—
Die Berninabahn (Ger.)	»	»	—
Naturbilder Rhätischer Alpen (Ger.)	Pro.G.Theobald	»	4.50
Berninabahn (Ger.)	E. V. Tobler	B. Bahn Brusio	—
Führer durch d.Engadin(Ger.)	J. C. Herr	St. Moritz	—
Flims and Neighbourhood..	Mrs.Brooke(trs.)	Flims	—
Life in the Swiss Highlands.	J.&M.Symonds	Black, London	6/—
The Upper Engadine.....	S. C. Musson	»	6/—
Humorous			
Tramp abroad	Mark Twain	Chatto, London	1/—
Natural Features			
*Coloured Vade Mecum to Alpine Flora	Pro. Schröter	Raustein, Zürich	7.50
°Flora of Switzerland (Ger.).	A. Gremli	Orell Füssli, Zürich	6.—
°Tourists G. to Flora of Alps	Pro. Dalla Torre	Sonnenschein, London	—
Familiar Swiss Flowers.....	F. E. Hulme	Cassells, London	7/6
°Die Mineralien der Schweiz (Ger.)	Dr. A. Kenngott	Engelmann, Leipzig	16 M.
°Gesteinsarten (Ger.)	Th. Engel	Maier, Ravensburg	10.70
°Das Tierleben d. Alpen (Ger.)	Dr. F.v.Tschudi	Weber, Leipzig	12.—
°Schmetterlinge Graubündens (Ger.).....	Dr. E. Kellias	Schuler, Chur	3.—
°Die Lepidopteren d. Schweiz (Ger.).....	Prof. Dr. Frey	Engelmann, Leipzig	8 M.
Narrative			
Scrambles among the Alps..	E. Whymper	Nelson&Murray,London	1/6
Exercise in the Alps	Pro. Tyndal	Longmans, London	3/6
Glaciers of the Alps	»	»	3/6
Playground of Europe	Sir L. Stephen	»	3/6
Cradle of the Hapsburgs....	Gilbart Smith	Chatto, London	5/—
Switzerland of the Swiss....	F. Webb	Pitman, London	6/—
Rambles in Alpine Valleys..	J. W. Tutt	Sonnenschein, London	3/6
Modern Painters Vol. IV ...	Ruskin	G. Allen, London	1/6

* These are of special use for Tourists. ° For students of these subjects.



General Index.

* Places with Information Office.
† Places with English Church Services.

Names printed in **thick type** are stations on the Rhaetian Railway.
For mountains and heights see page 80.

	Page
Adam	61
Albula	39, 50–53
Alvaneu	53
Alp, An	34
Andeer	49
Andermatt	69
Araschgen	43
Ardez	36, 64
Area, Grisons etc.	7
Arieschbach	28
†*Arosa	36, 43
Aspermont	28
Auje	33
Avers-Cresta	49
Avers, Valley	8
Bad Peiden	69
Balderstein C.	50
Bärenburg	49
Belfort ruins	52
Bellaluna	56
Belmont, W. v.	68
Bender Tobel	51
Bergell	8
***Bergün**	56–59
Berne	68
Bernina	65
Beverinbach	60
Bevers	60, 63
Biasca	69
Bivio	52
Bonaduz	45
Borgonuovo	61
Bormio	61
Bothmer C.	24
Botzen	42
Brail	61, 64
Brienz	52
Brigels	69, 70
Brombenz	37
Brücken-Tobel	37
Bühler Maria	43
Calder	49
Camogasker	64
Campbell family	51
Campfer	63
Campi	51
Campodials	69, 70
Campsut	49
Canova	47
Capella	61
Carlsbad	64
Carrera Tobel	68
Casaccia	61
Castasegna	61
Castels	28
Castiel	43
Cauma Lake	45
Cavadurli	33
Cavia	38
Cazis	46, 48
Celerina	61
Chabot	44
Chanelleta gal.	57
Charmadura	62
Chartres, Duc de	44
Chiavenna	49, 61
***Chur**	10, 40, 42
*Churwalden	43
Cinuskel	61, 64
Clavadel	36
Como	7
Communes	8
Conters (Oberhalbstein)	53
Conters (Prättigau)	28
Cosenz	41
Cresta (Avers)	49
Cresta (Engadine)	61
Cröt	49
Cruschetta	55
Cumbels	69
Curaglia	69
Dalin	47
Dalvazza	28
Das Mannli	30
†*Davos Dorf & Platz	10, 33–36
Dawo	27
Dischmatal	35

Page

Disentis 69, 70
Domleschg 46
Dörfer V. 40
Dros Tobel 32
Ducan Pass 56

Ehrenfels 48, 50
Elm 45
Ems 43
Engadine 34, 60–66
Escher 70

Fadära 25
Falkenstein C. 40
Fanas 26
Farsch 66
Feldis 46, 47
Fellers 68
Felsbach 69
Felsberg 43
Felsenbach 24
Ferrera 49
Fetan 36, 61, 64
Fidaz 46
Fideris 27
Filisur 39, 53–55
Flazbach 65
Flerden 49
*Flims 45, 68
Fluela, Pass etc. 34–36, 64
Fontana 61, 64
Fortunatus 47
Fragstein 25
Franzenshöhe 61
Frauenkirch 36
Fraueuthor 68
Frontiers, The 7
Fuchsenwinkel 27
Furna 27
Fürstenau 47, 50

Gadenstätt 28
Gafien 28
Giarsum 36, 61, 64
Gipsschlössli 41
Glaris 36
Glarus 45
Glatscheras 56
Glenner 68
Glits 57
God (forest) tn. 58
Gotteshausbund 10
Graubünden 7, 10, 37
Greifenstein 54
Grey League, The 10, 46, 70
Grisons, Canton 7–11
Gruob 68
Grüsch 26
Guarda 36, 61, 64
Guardavall 61

Page

Haldenstein 24, 41
Heinrich, Baron 46
Herrschaft 24
Hexen Tobel 29
Hohen Rhätia or Hoch Realta .. 48
Hohen Trins 66
Höhwald 38
Holsboer W. J. 11

Igis 40
Ilanz 68
Inn, Gorge & River 62
Inschrifts 25, 26, 30, 33, 62
Islabella 67
Islas 67

Jenatsch 35, 42, 47, 48
Jenaz 27
Jenins 24
Jennisberg 38
Jörg 69
Jorgenberg ruins 69
Julia 52
Julier 10, 52
Juvalta 47

Kanzel 54
Kästris 68
Klingenhorn 24
Klosters & K. Dörfli 30
Klus 24
Kohlries 32
Krummwag 67
Köblis 28
Kumma Tal 36

Laax 68
Ladin 8
Ladir 68
Landeck 36, 60
***Landquart** 23, 28, 32, 40
Landwasser 35–39, 53
Language, The 8
Langwies 43
Laret 31, 33
Latsch 57
Lavin 36, 61
Leagues, The 10, 46
Lenz 43, 52
Leidbach 36
Lenzerheide 43, 52
Lichtenstein 11, 24, 42
Loch Tobel 51
Louis Philippe 44
Löwenberg 68
Lugnez 68
Lukmanier 69
Lumbrein 69
Lürlibad 42
Luvis 68
Luvreu 47

Page

Luzein 28
Luziensteig 24

Madulein 61, 64
Maienfeld 7, 10
Maiensäss 34
Maladers 43
Malans 24
Maliensbach 66
Maliera 57
Malix 43
Maloja 11, 61
Mals 36, 61
Mannli, Das 30
Mannli, Wilden 27
Maran (Arosa) 43
Marschlins 24, 28, 40
Marsilius 24
Martinsbruck 36, 64
Martinsloch 45
Masans 42
Masein 48
Mastrils 23
Meran 36, 61
*Mesocco 49
Mezzaselva (Serneus) 29
Misox 8
Mombiel 33
Mönchalp Tal 33
Mons 52
Monstein (Schmelzboden) 37
Montafon 25
Montfort, R. v. 68
Moraines 43
Morrissen 69
Morteratsch 65
Mühlen 52
Münster 61
Muot 58
Muottas-Muraigl 65
Murail, Punt 65
Müstail 52
Muttner Tobel 51

Nauders 36, 61
Naz 59
Nesemann 24
Neuenburg 41
Neukirch (Safien) 67
Nieder-Juvalta 47
Nivaigl & Tobler 51, 52
Nolla 49

Oberalp Pass 69
Oberhalbstein 52
Ober-Juvalta 47
Oberland 8, 43
Ober-Ruchenberg 41
Obersaxen 69, 70
Oberthor 68
Obervaz 51

Page

Ochsenboden 56
Ofenpass 61
Olivone 69
Ortenstein 47
Ota, Punt 64

Pany 28
Pardisla 26
Parpan 43
Parsenn 34
Partnun 28
Paspels 47
Passugg 43
Peiden-Bad 69
Pfäffers 24
Pflanzgarten 39
Pfunds 30
Pipin 24
Planta family 24, 44
Plantahof 40
Planta Pompejus 47
Pleif 26, 68
Plessur 42
Ponte 61, 63
††**Pontresina** 65
Population 7, 8
Praden 43
Prasüra 58
Prättigau 10, 25–33
Praz 47, 48
Preda 59
*Promontogno 61
Punt Murail 65
Punt Ota 64
Puschlav 8
Putz 28

Rabius 69, 70
Rabiusa 42, 67
Ragaz 26
Rappenstein & Tobel 41
Ratisch 47
Ratschitsch 27
Realta, Hoch 48, 49
Realta (Rodels) 50
Reformation, The 10
Reichenau-Tamins 44, 66
Relicion 8
Reutland Tobel 29
Rhätia 10
Rhätius 46
Rhätien, Hohen = Hoch-Realta . 48
Rhactorum Curia 43
Rhäzüns 46
Rhine 8, 43–49, 66, 69
Rieberbach 36
Riedloch 33
Rietberg C. 47
Roads, The main 10
Rodels-Realta 47
Rodels (Voneschen) 48

Page

Romansch 8
Romonsch 8
Rongellen 49
Roseg Tal 65
Rothenbrunnen 47
Ruchenberg, Ober 41
Rudolph 54
Rueras 69
Rugnux 58
Ruis 69
Ruschein 68
Rutiwald 32

Saas 29
Saaseralp Bach 30
Safien (Versam) Platz & Tal ... 67
Sagens (Valendas) 67
Salis, Count von 41
Salis, J. G. Seewis 25
Salis-Marschlins 24
Salis, Ulysses 24, 25
***Samaden** 61
Sardasca 32
Sarn 48
*Savognin 52
Scalara Tobel 41
Scaletta 35
Scanfs 61, 64
Schaf Tobel 53
Schanfigg 10, 43
Schaniela Bach 28
Scharans 48
Schatzalp 36
Scheid 47
***Schiers** 26
Schlappin Bach & Tal 30, 32
Schleuis 68, 69
Schmelzboden-Monstein 37
Schmitten 39, 53
Schnaus 69
Schranken Bach 26
Schrau Bach 27
Schuls 36, 61
Schwarzsee 33
Schyn Gorge & Schlucht 48
Sedrun 69
Seewis (Oberland) 68, 69
***Seewis-Valzeina** 25
Seez Tal 23
Selfranga 33
Sent 36
Septimer 10
Serneus-Mezzaselva 29
Sertig-Dörfli 36
Sigismund, Archduke 28
*Sils, Baselgia & Maria 61
Sils (Domleschg) 50
Silvaplana 61
Silvretta 31–33
Sinestra 36
Sins Old & New 47

Soglio 61
Solavers 26
Solis 51
Somvix 69
Spaniola 65
Spinabad 36
Spinas 60
Spliigen 10, 49
Sprecher, family von 35
Stampa 61
Steinbock, The 10
Stilfserjoch 7, 61
Strada (Oberland) 69
Strada (Engadine) 36
Strahlegg ruins 28
Stuls & Tobel 56
Stürvis 52
Sufers 10
Surava 52
Süs 36, 61, 64
Swabian League 10
Swiss Confederation 10
*St. Antönien 28
St. Bernard Rd. 11
S. Bernardino 49
S. Carlo Cha. 68
St. Cassian Cha. 50
St. George Cha. 46
St. Gion Ch. 62
St. Gotthard 57, 69
St. Johann Cha. 49
St. Lorenz Ch. 47
†*St. Moritz 61–65
St. Peter 43
St. Peter's Tal 69
*Sta Maria 61

Tagstein C. 48
Tamins (Reichenau) 44, 66
Tarasp 36, 61, 64
Taschines Bach 26
Tavanasa 69
Tenigerbad 69
Tenna 67
***Thusis** 49
Tiefencastel 52
Tief Tobel 39
Tinzen 52
Tirano 63
Tisch, Bach & Val 56–58
Toggenburg, Lords of 25, 26
Tomils 47
Toua 58
Trafoi 61
Trimmis 41
Trins 66
Trinsermühle 45
Truns 10, 69, 70
Tschamut 69
Tschappina 49
*Tschiertschen 43

Page

Tuors 58
Tyrol 42
Truntobel 28
Trögjeschlucht 37

Untervaz 41
Urmein 49

Valais 9
Val Bevers 60
Valendas-Sagens 67
Valgronda 69
Val Mala Tobel 58
Vals-Platz 69
Val Tuors 57
Valzeina (Seewis) 25
Vaz 51, 52
V. Dörfer 40
Vechia, Villa 35
Versam-Safien 67
Via Mala 49
Vicosoprano 61
Vienna 42
Villa 69
Voneschen 48

Page

Vorarlberg 25, 32
Vrin 69
Vulpera 36, 61, 64

Wakenau 66
Waldhaus, near Flims 45, 69
Wallensee 33
Wasser Tobel 32
Wiesen 38
Wilden Mannli 27
Wild Man 11
Wolfgang 34

Zehn Gerichte 10, 26
Zernez 61, 64
Zillis 49
Zizers 41
Zuge 37
Zugenschlucht 38
Zugwald 33
Zuondra 59
*Zuoz 61, 64
Zurich 50, 68
Zutz 47

Index of Mountains, &c.

H.	Place	Page
10,958	P. d'Aela	57
10,738	P. Albula	53, 58
8826	Aelpeltispitz	32
7809	Alteingrat	35
7999	Altmann	23
4862	P. Alun	23
7553	Alvier	23
10,515	d'Arblatsch	52
9803	Arosa Rothorn	57
4280	Bergünerstein	54
7812	Bernethorn	32
3304	P. Bernina	61
9894	P. Beverin	39, 48
11,237	Bifertenstock	68
9623	P. dellas Blais	59
10,633	BrigelserHörner	43
10,916	Buin	33
9213	Calanda	40—43
8428	Saas Calanda	28
8566	Canardhorn	29
11,126	Il Capütschin	65
8402	Casanna	27
10,361	P. Chalchagn	61
7576	Churfirsten	23
9636	Crasta Mora	65
9761	Curvèr	38, 45
5833	Cyprianspitz	23
8228	P. Danis	47
8675	P. da Darlux	57
8333	Dorfberg	35
7130	Dreibündenstein	46
	Egghorn	33
8420	Falknis	23
8284	Faulenberg	47
9410	Fergenhorn	33
3734	Flüscherberg	24
8845	Flimserstein	46
8950	Furkahorn	36
	Furnaberg	32
213	Crap Furo	53
8770	Gatschiefer	29
7185	Girenspitz	28
9137	P. Giumels (Twins)	59
9115	Graue Hörner	26
6014	Gonzen	23
2167	Gyrenspitze	24
6793	Heinzenberg	46
8317	Hochwang	23
8163	Hörnli	32
8511	Jacobshorn	32
8803	Jatzhorn	35
820	Jura Mounts	9
11,221	P. Kesch	65
8137	Kistenstein	28
7218	Kreuz	26
8268	Kühnhorn	26
8527	Kummethubel	35
8645	Kupfenfluh	35
8110	Lawinenzughorn	29
9554	Leidbachhorn	54
9550	Lenzerhorn	51
11,201	Linard	29
9285	Madrisahorn	32
10,355	P. Margna	61
7824	Mayenfelden	3
	Furka	36
10,377	P. Michèl	34, 51
10,676	P. Misaun	65
3539	Mittenberg	42
7435	Montalin	42
12,316	P.Morteratsch	61
8616	Muchetta	54
9492	P. Muglix	57
8462	P. Mulein	53
9402	P. Mulix	59
6782	P. Mundaun	68
7686	Muttnergrat	38
8776	P. Muot (Sureint)	57
9423	P. Naira	57
5859	Ochsenboden	56
4396	P. Okelberg	42
10,665	P. Ot	55
8967	Palpuogna	57
12,835	P. Palü	61
9784	Pischahorn	31
10,587	Plattenhörner	29
9478	P. della Pyramida	57
	RhätikonChn.	25
9040	Riein	67
3249	Ringelspitze	46
9505	Roggenhorn	29
12,614	Rosatsch	62
	Rotfluh	33
9492	Rugnux	59
9080	Sandhubel	39
8333	Salezerhorn	34
9741	Scesaplana	25
8965	Schafberg	65
	Schattenspitz	33
8901	Schiahorn	34
9482	Schilt	33
7220	Schlappinerjoch	32
	Schöllkopf	23
10,335	Schwarzhorn	35
3102	Segnes	45
9921	Selbsanft	68
11,769	La Sella	65
7356	Seehorn	34
10,521	Signalhorn	33
9305	P. Signina	68
9632	Silberberg	37
10,656	Silvretta	25
9347	P. Sol	26
9318	Sonnenrück	33
8786	Spitziggrätli	39
8461	Stätzerhorn	23, 47
2760	Stilfserjoch	7
9249	Sulzfluh	26
10,214	Surlej	62
10,430	Tinzenhorn	34
8320	Todtalp	34
8732	P. Toissa	52
9934	Trinserhorn	48
11,693	P. Tschierva	61
10,633	P. Tumbif	68
10,738	P. Uertsch	53
10,584	P. Vadret	35
9869	Verstankla	29
7802	P. Vilan	24
9941	Vorab	68
9295	Weisshorn	29

Switzerland

Canton of Grisons

Design of cover by
CH. CONRADIN
• PURA (TESSIN) •

Rhaetian railway
Chur

1911

MSH 23962

END OF
TITLE